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March 16th 1984

Registered as a Newspaper
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Issue 272 35p



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- 1979 (T)** Bedford YMT Duple Dominant II 53 seats, radio/pa/cassette, sidelockers, wheel discs, interior red striped moquette, exterior red and white, current MOT. **£18,750**

- 1979 (T)** Bedford YMT Plaxton Supreme IV 53 seats, power door, sidelocker, tinted glass, radio/pa/cassette, wheel discs, current MOT. **£18,850**
- 1978 (S)** Ford R1114 Plaxton Supreme 53 seats, radio/pa, power door, sidelockers, wheel discs, interior red patterned moquette, exterior light beige, choice of two, current MOT's. **£12,750**
- 1975 (N)** Bedford YRT Duple Dominant I 53 seats, power door, interior red, exterior blue/white, current MOT. **£5,750**
- 1974** Bedford YRQ Dominant I 45 seater, radio/pa, retrim, current MOT, (personalised number plate). **£5,750**
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 1982 DAF MB200 Duple Dominant IV, 12 m, 53 seats, MOT to Oct 84. £37,000
 1979 VOLVO B58 11 metre Plaxton Supreme IV 53 seater coach fitted with radio/pa, MOT'd until Dec 84. £29,000.
 1979 BEDFORD YMT Duple Dominant II 53 seater, fitted with Bristol dome, radio/pa, MOT to May 84. £16,500
 1979 FORD R1114 Plaxton Supreme IV 53 seater, fitted with sidelockers, radio/pa/cassette, armrests and Telma, MOT to Dec 84. £17,500
 1972 BRISTOL RE Plaxton 49 seater, fitted with Gardner engine, MOT Jan 84. £2,750

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COACHMART

The only weekly magazine for coach operators

Published by Coachmart Ltd., Ryland House, 64—74 Holderness Road, Hull HU9 1EQ. Telephone (0482) 224935

CONTENTS

Comment Houston Ramm	6
Pros and Cons of Bus Service Operation Houston Ramm	7
"On Target" Marksman	10
Stanley Hughes Show Stuart Jones	12
Looking at Passenger Comfort Verité Baker	16
Road Evaluation — Leyland Titan Double Decker Ray Pearson	18
Tourism and Tour Operation News Chris Martins	24
Appointments and Staff News	25
Licensing and Legal News Michael Jewell	32
Vehicle and Operator News	34
Postmart	37

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All letters and articles should be sent to the Editor at the address given above. Views expressed are not necessarily those of the management.

Subscriptions:
Coachmart is only available by pre-paid subscription.

Subscription rate: **£17.50** per year.

Overseas rates:
Europe **£26.00** per year.
(Including the Irish Republic)

World-wide Air Mail **£45.00** per year.
All rates include postage

IMPORTANT NOTICE

Coachmart and our associate company Queenprint have moved to new premises. Our address is now Ryland House, 64-74 Holderness Road, Hull HU9 1EQ, and all mail should be directed there. Our telephone number is unchanged.

COMMENT

The operation of 12-seat non-psv minibuses for hire and reward is becoming more and more commonplace, but the authorities in many areas seem to be distinctly unwilling to do

anything about it. I have attended many local coach operator association meetings in recent months, and on almost every occasion the subject of "pirate" minibuses has been raised.

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VOLVO

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1981 VOLVO B58 Plaxton Supreme 46 'E' type seats, Telma retarder £34,500
1980 VOLVO B58 11m Duple Dominant II 44 recliners, Bristol dome, curtains, carpet, Telma retarder £29,500
1979 VOLVO B58 11m Duple Dominant II Express 53 seater £27,500
1979 VOLVO B58 12m Dominant II 57 seater £29,500
1975 VOLVO B58 11m Plaxton Elite III Express £12,500

DAF

1982 DAF MB Jonckheere 12m 57 reclining seats, driver's bunk, full Continental step, TV and video, curtains, carpets, courier seat, power door, tinted windows, etc £59,500
1982 DAF MB200 DKTL Plaxton Supreme 53 'E' types, Continental step £49,500
1981 DAF MB200 DKTL 12 metre Plaxton 53 reclining seats, Telma, Bristol dome, double glazed, new engine fitted by DAF £42,500
1981 DAF MB200 DKTL 12 metre Plaxton 53 reclining seats, Telma, power door, Bristol dome, tinted windows £39,500
1980 DAF MB Plaxton Supreme 12 metre 51 reclining seats plus toilet, tinted windows, Telma, chassis lubrication £32,750

LEYLAND

1982 LEYLAND Tiger 218 12 metre Plaxton Supreme IV 53 recliners, power door, double glazed tinted windows, soft trim interior, radio/pa/tape/curtains £47,500
1981 LEYLAND Leopard Dominant III SD III pack, 12m, 57 seater, courier seat, Bristol dome, side lockers, ZF gearbox, radio/pa, double glazed £39,500
1980 LEYLAND Leopard Dom II 12m, 57 seater, Bristol dome, Continental step £29,500
1979 LEYLAND Leopard Dom II 12m, 50 'E' types, Telma, power door, courier seat £27,500
1970 LEYLAND Leopard Plaxton 49 seater £3,000

AEC

1979 AEC Plaxton 12m 51 reclining seats, Telma, A.C.L., maximum side lockers, tinted windows £21,500
1979 AEC Plaxton 11m 49 seater £18,500

BEDFORD

1981 BEDFORD PJK Plaxton 29 seater, power door, radio/pa £19,750
1980 BEDFORD YMT Plaxton Supreme 53 seater £19,500
1977 BEDFORD YMT Plaxton 53 seater, MOT June 1984 £12,000

BRISTOL

1969 BRISTOL LHL Plaxton 51 seater £2,500

FORD

1980 FORD R1114 Plaxton Supreme 53 seater, choice of 2 £19,500
1979 FORD R1114 Plaxton 49 recliners £16,750
1978 FORD R1114 Plaxton 53 seater, Bristol dome, Telma, p. door, arm rests, curtains ... £14,750
1978 FORD R1114 Plaxton, Bristol dome £13,750

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The astonishing fact is that many of these non-psv minibuses are operated on school contracts, and are thus hired by County Councils. One would have expected that the possession of a current operators licence would have been a condition attached to any contract for the transport of eight or more schoolchildren, but it would appear that this is often not so. What is more, it is debatable whether some County Councils always care whether or not their school contract runs are operated legally.

There are two major issues here, the more important of which is passenger safety. We may often feel that our industry is overburdened with legislation, but we realise that much of it safeguards the public and is designed to ensure that safety standards within our industry are high. It is therefore ludicrous that those who choose to ignore 'O' licence laws should be allowed to continue operation because the regulations are not enforced.

The second problem is an economic one. As it is so easy in some areas to disregard 'O' licence law, many do so simply to reduce costs. It is cheaper not to have to stick to regular maintenance schedules, not to employ someone with a CPC or to sit a CPC examination, and it is cheaper to buy a non-psv minibus. The effect of all this in certain parts of the country is to undermine the position of the licensed operator, and in some instances competition from pirates has been so great that a number of firms have sold their 12 seaters and concentrated on full-size psv operation. This, of course, increases the amount of work available to the unlicensed operator.

It is difficult to persuade the Traffic Commissioners or the police to take action — I am told that complainants are asked to produce concrete evidence before such a matter will be investigated. Surely that is the job of the regulating authorities rather than the licensed psv operator.

Once the evidence has been collected and the "pirate" operator is finally convicted the penalties are far too low — a fine of £25 was imposed in Shropshire recently on each of two charges, one for not having a psv operator's licence and the other for the vehicle failing to have a psv licence. It is hardly surprising that unlicensed operators abound — in cold financial terms, it is cheaper to ignore the law for as long as possible and accept the fine if and when convicted.

I would be most interested to hear from operators who are finding it difficult to deal with unlicensed minibuses, as it is important to try and find out just how widespread the problem is.

Houston Ramm

Operating Bus Services

The Pros and Cons



Above This is an excellent example of a dual-purpose coach which would have a fairly low initial purchase price yet could be used on both coach work and rural bus duties.

Below Very few front-engined double deckers are now used on stage work outside London. This elderly Bristol is of a design with an excellent economy but is totally unsuitable for a one-man operation.



With changes in legislation likely to take place in the not too distant future, many independent operators will be looking at the potential there may be in operating stage carriage services in their own areas. Though an opportunity to enter the bus industry may be some time off, thought should be given now as to whether such work could prove worthwhile — to some firms it could be a headache, but to others it could be a real chance to expand whilst retaining profitability.

Bus service operation is completely different in nature to coaching duties. It is true that many independents combine rural coach and bus operation quite effectively, but those who operate stage routes on a substantial scale (and in particular those who operate in urban rather than rural areas) tend to separate their stage carriage activities as far as possible, with different vehicles, different drivers and sometimes even different management. There is good reason for this — the requirements for successful stage operation are substantially different from what is needed for a coach operation.

The driver is a case in point. How many times have you made the comment "Many bus drivers could never be successful coach drivers". Well, the reverse is just as true — the established long distance coach driver will never be happy driving a Bristol LH at 25 mph, stopping six times a mile, and returning home every night. Drivers who will be content to drive a bus on stage service must be selected.

There are other staff considerations as well. A bus driver will be handling cash all day long, and absolute honesty is therefore vital. It may be that some split shifting will be necessary, and in these circumstances platform staff must be prepared to work these unsocial hours — and the operator must be prepared to pay

for it.

There will be a number of additional administrative and overhead costs involved in running any bus service, and these must be assessed with some accuracy so that probable operating costs can be judged in advance. Fare collection equipment must be purchased and tickets will probably be required. Timetables and other publicity material will have to be produced on a regular basis, particularly if it is decided to make a serious attempt to generate additional traffic. A stage service is far more likely to be used if it is reliable, and ensuring reliability costs money. Timetabling and vehicle scheduling must be carried out with particular care, and it may prove necessary to have early and late shift supervisory staff to ensure that drivers appear on time, and that running times are adhered to. For the operation of an intensive urban route, or a number of less frequent services, one or more spare vehicles will be required. In any event it will be necessary to ensure that a replacement vehicle is available should a regular performer on stage duties break down or require daytime maintenance. Additional office staff may be required to count and bank the cash received each

day, and it could prove desirable to offer season tickets, which will then have to be marketed and sold through one or more retail outlets.

Perhaps the overhead cost most difficult to quantify is the cost of establishing and organising the services in the first place, and the ongoing task of ensuring that it is altered in line with changing passenger demands. Nonetheless, some assessment of this should be included in the total operating costs.

All this may sound off-putting. It is not my intention to dissuade independent firms from entering the business of stage carriage operation, but it is vital that those who ultimately choose to take that step do so with a proper awareness of the risks, problems and costs that are involved. More than once since 1980 we have seen the catastrophic results of not thinking stage service operation through.

There are undoubtedly some direct benefits to be derived from operating stage carriage services. In general, there is little seasonal variation in revenue, and as payments for travel are paid either in

advance (in the case of season ticket) or at the time of travel there should be few cash flow problems. It is probable that revenue support, if applicable, and fuel tax rebate will be paid in arrears. The fact that fuel tax rebate is currently available on stage carriage service is not really a cost benefit, in my view. All operators are entitled to claim the rebate in respect of their stage carriage mileage, but the company with a low annual stage mileage could well find that the true costs of making a claim exceeds its actual value. The system could therefore be said to positively discourage the independent operator from entering the field of stage carriage in a small way, and for that reason should be looked at carefully by the Government when formulating their proposals.

The BCC independent sector's suggestion of allowing all psv's to use rebated fuel whether or not they are on stage carriage duties would be a sound move. It would cost the Government very little, would do a significant amount to promote the use of public transport, and would remove the major administrative headache from operators large and



Above The Bristol LHS has a good reputation, and has often proved an ideal base for a midibus, though the model has recently been discontinued, secondhand examples should be available for some time to come.

Below The early rear-engined single decker designs generally proved unreliable and expensive to run, though some including this MCW-bodied Leyland Panther have ended their days on the independent stage service operation.



Above A few independents still buy new service buses. This Duple-bodied Bedford XMT was recently supplied by Vincent Greenhous to Williams' Coaches for use on stage services in the Wrexham area.

Below This Bedford SB5 could be the answer for rural stage work. It would be cheap to buy and run, though would be unlikely to stand up to the rigours of intensive operations.





This Volvo B551 Alexander was purchased by Independent Coachways after premature withdrawal by Tyneside PTE. Both the B55 and Citybus may be particularly appealing to the operator who has standardised on Volvo coaches.



Heddingham and District Omnibuses have recently acquired this Leyland Tiger/Plaxton Paramount coach which can be used on both bus and coach duties. Note the destination indicator built into the top windscreen area.

It is now most unusual for a new double deck bus to be delivered to an independent, but this Bristol VRT is one of several new double-deckers to be supplied to Stevensons of Uttoxeter in recent years.



small, and from the Government itself.

One major cost factor in any road transport operation is rolling stock, and selection of vehicles for use on stage duties should be given considerable thought well before the service actually gets off the ground. At the moment there are large numbers of good and relatively cheap service buses on the market, with late model double-deckers particularly good value. If there was to be a sudden demand for vehicles of this type, prices would rise, and supplies of such vehicles could in time be insufficient to meet demand.

A future article will look at the suitability of various types of vehicles for stage carriage work, but the double-decker is the obvious answer to intensive urban duties because of its high carrying capacity and ease of passenger access. Because of the uncertainty of the future secondhand supply situation there is a definite case for arguing that the allowance for vehicle replacement cost should be based on new rather than secondhand units if double-deckers are required.

There is, however, an alternative strategy, that of purchasing coaches

which can be used both on stage service and coaching duties. The obvious operational advantage is that vehicle utilisation is likely to be maximized by having multi-purpose rolling stock — against that must be set the fact that the interior of a coach will deteriorate very quickly if used on intensive stage work, especially if soft-trim is specified. The other argument against using a conventional coach is that they generally have quite high floors, narrow entrance doors and steep steps, all of which slow down loading and unloading, and can prove particularly difficult to elderly passengers.

The single deck bus is yet another solution to the problem of rolling stock, though most of the public sector operators have stopped buying such vehicles. On the secondhand front, some good buys are currently available though these may well be more difficult to find in years to come.

The important thing is to match the vehicle to the job, and thus ensure that costs are kept as low as possible. In rural areas, the use of smaller vehicles is worth every consideration, though the cost savings to be achieved by doing so are not nearly as great as the

Government seems to think. If peak-time demand warrants a full size vehicle, then it is possible that it will be cheaper to use a large bus on all departures rather than acquire a second, smaller vehicle solely for off-peak journeys. In fact, the smaller vehicle incurs additional costs in one respect: the useful life of a minibus on intensive stage duties is normally thought to be around four or five years, less than half that of a full-size bus. Furthermore, a new mini or midibus will cost more than a modern used double decker.

The indirect benefits of running stage carriage duties are substantial when compared to other types of work. The level of capital employed per £1,000 turnover is likely to be much less than when operating £100,000 plus coaches on high-mileage Continental work. When breakdowns do occur on stage carriage vehicles the problem is much closer to hand, and therefore the incidental expenses of a mechanical failure (travelling time, towing a vehicle home, providing a replacement) will be much lower than for a vehicle many hundreds of miles away from base.

When assessing the costs of service bus operation, it is necessary to have particular regard to the running costs of the vehicles to be used. Any vehicle used on stop-start stage duties will use more fuel and require more routine maintenance than a bus or coach used on ordinary private hire work, and allowance for this should be made when estimating total costs. Again, this will be examined more specifically in a future article.

The advantage of independent stage carriage operation which is hardest to quantify but is most certainly relevant is its effect on the company's image. The independent operator can, if he runs his stage carriage services to a high standard, use their existence as testimony to the quality and reliability of his coaching operation. Each part of the business can, in effect, have the effect of promoting the other. In addition, more positive moves to sell coach travel can be made by using services buses in special promotional liveries, and by making brochures available on board service buses. Up to now, at least, the general public have tended to presume that independent firms who provide stage carriage services are stable and reputable concerns. Because of this, they often obtain private hire work, even though their charges may be higher.

Once it becomes clearer precisely how the law is to be revised, we will be looking at bus service costing methods in some depth. In the meantime, it is up to the individual operator to weigh up the pros and cons of bus service operation and begin to formulate ideas of where there could be opportunities for him to provide a cost-effective yet remunerative service.

Houston Ramm

ON TARGET

Contracts of Employment (5)

One day when I took a coach out I met two drivers employed by Frank Harris of Grays, Essex. They told me that they would not know until they got back that night what work they would be on next day. They appeared to accept this as quite



normal and indeed their conditions of service may well specify duties being so allocated. Except in an emergency, my drivers expect 48 hours notice of duties which is extended to 21 days if overnight absence is involved. This suits me and suits my drivers. We both know where we stand; perhaps Frank Harris has more late bookings than I do. The important thing is that a driver can not be penalised for not doing something which, contractually, he is not obliged to do. Therefore Company Rules should indicate what notification of duty he can expect.

This is an area of Contracts of Employment which can be labelled Administrative Policy. Employers obligations are encompassed in this area, and the above example is one. Another is obviously pay and that will probably have been specified in the main Contract of Employment. On the other hand the payment of subsistence expenses may not have been specified in the main Contract and might well appear in Company Rules. If an upper limit on subsistence applies to a day, or a meal, I am sure that it should be specified, otherwise it would be difficult to reconcile differences after the event. In extreme cases any attempt to dismiss for excessive subsistence claims would be difficult. Safe driving awards or bonus payments should be specified and must be made fairly. An ad hoc payment of bonus which misses out an employee without apparent cause may well be construed as constructive dismissal.

For administration to be workable both sides have a role to play and in our industry an almost unique requirement exists for reliability and punctuality. The general norm in commerce is to accept a degree of absenteeism and to simply knock off some time when employees arrive late for work. This is no use to me, or any other coach operator concerned with the provision of reliable transport. Therefore I impose strict responsibility in my Company Rules regarding time keeping and notification before the commencement of duty or of any unavoidable absence. Since sickness is a category of unavoidable absence it merits special treatment in my Company Rules. Firstly I do have a sick pay insurance scheme to supplement state benefits. The entitlement and administration of this scheme is set out in Company Rules. Also the Statutory Sick Pay scheme does give discretion to employers in some areas, principally the number of eligible days per week for sick pay and the actual method of self certification. Thus the administrative arrangements for SSP are also in my Company Rules.

I gather that one of the most contentious areas between drivers is the allocation of duties. This has never been a serious problem to me, since long before I became involved in the business, it was an unwritten rule that once driving duties were allocated there would normally be no changes made. Today it is set out in writing in Company Rules. I do not think

my way is necessarily right for all, but it suits me and my staff. The Company Rules presume that a driver is available to work at any hour of any day (within the law) unless he has notified in advance that time off is requested. A decision "to need" time off once the duty list is up merits disciplinary procedures. The only exception to that being where there is a clear and undisputed family emergency. This is a most effective way of stopping "job picking"!

Other administrative needs where driver compliance is required include: Security of vehicles and premises; procedures for handling lost property; daily checks of vehicles, fuelling arrangements, use of agency cards etc; the completion of wage claim sheets as well as other internal records and a requirement that coaches are garaged in a forward facing direction. This is not an exhaustive list, but may prompt the idea of including these, or similar items, in readers' Company Rules. In framing Company Rules I feel one has to draw on both experience and probabilities. Consider this example: It is a wet day and a coach has a rear wheel puncture. The vehicle is equipped with the necessary jack, tools and spare wheel. There are three options (1) Tell the driver to call out a tyre company. (2) Tell the driver to get underneath himself on the understanding that you will pay for his clothes to be cleaned. (3) To have an agreed protective clothing allowance (or actual issue of overalls) on the understanding that the driver will the effect a wheel change or minor repair without even advising you at the time that he has a problem. None of the three options is right for all, but probably setting one of them in Company Rules will clarify the situation when that sort of circumstance occur.

In the remaining two articles on Contracts of Employment I plan to look at Disciplinary procedures and Dismissal in detail, but I think it is worth saying here that if the impression has been given that the main benefit of a sound Contract of Employment system is to ensure discipline or dismissal without risk for the employer; that impression is incorrect. A good system will ensure smooth running. As may be imagined I have spent quite a lot of time getting my system together and in consequence I have very good relations with my staff and a minimal need to take strong action. My view is that penalties are rightly imposed for unfair dismissal as the ultimate sanction on employers who cannot be bothered to give meaningful instruction to their staff on duties and obligations which arise in employment. Whilst it is true to say that with good Contract of Employment documentation, which is fairly administered, one could face an Industrial Tribunal without fear; it is equally true to say that, in those circumstances, the probability of being before an Industrial Tribunal is considerably reduced.

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1980 FORD R1114 Plaxton Supreme 53 seater, black/yellow ex., bronze moquette, radio/pa. **£20,000.**

1979 FORD R1114 Duple Dominant II 53 seater coach, green/cream exterior, red moquette, MOT. **£16,000.**

1978 BEDFORD Van Hool 53 seater coach, maroon/white ext., red/orange moquette, radio/pa, MOT. **£12,000.**

1978 FORD R1114 Plaxton Supreme 53 seater, white exterior, red stripe moquette, Telma, MOT. **£11,500.**

1977 FORD R1114 Dup Dom. 53 seater, red/cream ext. brown moquette, radio/pa, MOT. **£9,000.**

1977 FORD R1014 Plaxton Supreme 45 seater coach, cream/red exterior, red moquette, radio/pa. **£7,000.**

1976 (Sept) FORD R1114 Dup Dom 53 seater coach, white/maroon ext., red/orange moquette, MOT. **£8,000.**

1975 FORD R1114 Duple Dominant 53 seater coach, maroon/white exterior, orange moquette, power door, Telma, MOT. **£5,500.**

1974 FORD R1114 Duple Dominant 49 seater coach, white exterior, yellow moquette, power door, Bristol dome. **£2,500.**

1974 BEDFORD YRT Duple Dominant 53 seater coach, green/white exterior, red/orange moquette, Grant power door. **£2,750.**

1972 FORD R1114 Van Hool Vistadome 51 seater coach, brown exterior, blue moquette. **£1,250.**

MINIBUSES

1979 FORD Transit diesel, Dormobile 16 seater, MOT.

1979 (Sept) FORD Transit diesel, Dormobile 16 seater, MOT.

1978 (Oct) FORD Transit diesel, Dormobile 16 seater, MOT.

1977 (Oct) FORD Transit, 12 seater, moquette seats.

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THE STANLEY HUGHES SHOW

by Stuart Jones

14 months after their last show, the Stanley Hughes Group held a spring PSV exhibition from March 2nd to 11th at their extensive Gomersal premises. The exhibits were a selection of brand new and quality used vehicles arranged in different parts of the building according to chassis manufacturer. Thus DAF and Volvo had a hall each with Leyland and Ford sharing a longer display area. A variety of component manufacturers and firms providing coaching related services also had stands.

Stanley Hughes is the only dealer marketing the new DAF DHTD SB2300 middleweight chassis announced recently. For many operators the show was the first opportunity they had had to look at the new design. I spoke to Vernon Edwards of DAF, who showed me the vehicle and explained the philosophy behind its launch. DAF believe that there are a few niches in the market to be filled, one of these being for operators who run lightweight coaches and want a heavyweight but don't really have enough work for it. Vernon told me that DAF started with a clean sheet of paper and designed the specification to fit operator's needs.

The benefits of semi-integral construction are coupled with as many features from the DAF heavyweight range as possible. A 6 ton front axle should avoid any axle over-loading problems, in fact the design is quite able to take Plaxton 3500 coachwork if required, Vernon informed me. Steering is by ZF, the gearbox is a 12 speed splitter, and an exhaust brake and front and rear stabilisers are also fitted. The high cost of air suspension has led to the decision to fit parabolic springing. A 55 amp/hour alternator is standard though a larger one could be specified. The DHTD engine produces 204 bhp (nett installed) and has a hydraulic fan. The DHTD will continue to be available exclusively through Stanley Hughes for at least 12 months although it is possible that additional body manufacturers may

Top: This DHTD was handed over to Godsons by the boxer Alan Minter on the first day of the show.

Left: This Plaxton Paramount 3500 bodied Leyland Tiger was part of a large Leyland presence at the show.

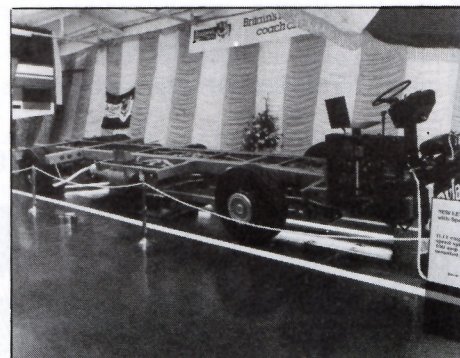
Right: Shortly to be bodied as a demonstrator, this new Tiger features a 12 speed splitterbox, Econocruise and fuel tanks located behind the rear wheels.

offer the type next year. The initial production run of 32 has already been increased to 50 for this chassis, the first British examples having been constructed late in 1983.

Of the two DHTD's on static display one was in the livery of Hartons of Ripley and the other will be delivered to Godsons. Alan Minter was present on the opening day of the show to hand over the Godsons coach. Among the smart secondhand vehicles on display were a 1980 Plaxton Supreme bodied DAF DKTL formerly with Godsons, and one of a number of

Viewmaster bodied DAF MB200 DKTL's that have been through Stanley Hughes' thorough reconditioning process.

Leyland have announced a revised version of the Tiger with some attractive new features and a completed chassis was on display. An immediately noticeable point is that the fuel tanks have been moved to behind the rear wheels and hold 94 gallons instead of the usual 58 gallons. A new option with the TL11 engine is a ZF S6-80 12 speed splitter box. Econocruise 3 mode cruise control will be a standard feature (not an option) on





Top (left): To the rear of the showrooms was a vast choice used vehicles including a number of ex Wallace Arnold Leopards like this one.

Top (centre): Totally unique but none the less very impressive was this Plaxton/Leopard converted by M & H Coachworks for Stanley Gath of Dewsbury.

Above: Among the many smaller display stands was this one promoting John Handley, Yorkshire Uniforms Ltd.

Left: One of a number of Abbeyways/Ivesway vehicles on show, this Volvo B10M Duple Laser is the first Volvo to be delivered to the company.



together with his first Volvo, a B10M with the 275 bhp engine and Duple Laser coachwork.

Full size Fords are no longer sold new by Stanley Hughes but the shortened T152 is still available and quite popular. Grays are soon to take delivery of the Plaxton bodied example seen at the show. Secondhand Fords were on display too, with both Plaxton and Duple coachwork. Many others could be seen amongst the large selection of used stock at the rear of the premises.

Volvo were represented, both new and secondhand. A stock Plaxton B10M and the previously mentioned Ivesway Laser B10M were shown alongside a Duple Goldliner bodied B10M in white but new to Parks of Hamilton, plus a Plaxton Supreme bodied B58. Ray Pearson tested the B58 some months ago and found it an excellent machine so I was quite surprised to see it still on the premises. No doubt it will soon be sold.

Mini and midibuses are also supplied by Stanley Hughes who are Robin Hood dealers. None of the futuristic Fiat based Krypton models were shown although some have been delivered by the Group. Instead a very neat Mercedes 608D conversion with a raised roof was exhibited. Another interesting smaller vehicle was a Reeve Burgess Riviera parked in front of the showrooms.

One of the strangest vehicles on display started life in 1977 as a Plaxton Supreme II bodied Leyland Leopard although to see it today one would never guess that that was the case. Thanks to the extensive attentions of M and H Coachbuilders it now looks completely unlike any other coach on the road. The Supreme II side windows have been replaced by double glazed windows of the type found on the Supreme MK VI with the rear also now conforming to the MK VI pattern. Though the frontal combination of Viewmaster screens, Paramount 3500 grille and lower panels and Bristol dome might sound strange the effect is a very pleasant one. Paramount mouldings have been used as far as possible to complete the exterior of the vehicle which is in the livery of Stanley Gath of Dewsbury. The interior too has been completely

splitter equipped Tigers as otherwise the machine would have a top speed greatly in excess of the legal limit. Improved fuel economy and improved drivability should be but two of the advantages of the new specifications. The chassis displayed will soon be bodied as a demonstrator for Leyland.

Several other new Leylands were on

display including a Plaxtons 3500 bodied Tiger, a Plaxtons 3200 bodied Tiger 245 in white, a similar vehicle in the livery of Robinsons of Great Horwood, and probably making a last appearance as a new vehicle at a trade show, a Leyland Leopard with Plaxtons Paramount 3200 coachwork destined for Steven Ives' Woods fleet. Steven Ives is taking two Leopards from Stanley Hughes this year

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remodelled by M and H who have put in a new floor, moquette to the roof and side walls, fitted a new dash and instrument binnacle, relocated the switch panel and reupholstered the seats. The seats were in fact rather a disappointment to me; the reupholstery was good but I cannot see the logic in spending a figure reputed to be in the region of £17,000 on a vehicle and retaining a style of fixed seats that frankly I found uncomfortable. To complete the look the coach carries M and H emblems and a Tiger badge, a definite case of a Leopard changing its spots that brought a favourable comment from everybody who saw it.

Several vehicles were available for test rides during the show. One of them was a Duple Caribbean bodied Volvo B10M demonstrator with a particularly large luggage carrying capability. Most operators have already ridden in a B10M at some time but few had previously tried the DAF DHTD. They were no doubt

interested to see how the parabolic springing would compare with the more sophisticated air suspension system. Stanley Hughes are no doubt hoping for a good response to the DHTD which has been dubbed the middleweight champion as it will be the only product they can offer to operators who have traditionally bought lightweight and middleweight chassis.

Trade shows are good places to pick up ideas be they about the specification of ones next coach or some other aspect of the coaching industry. Computers are saving many firms a great deal of time and money so it was good to see Distinctive Systems exhibiting their Coach Manager, already in service with both large and small companies alike. Peacock and Archer specialise in power steering and can supply units for most coaches and had a display as did Bradburn and Wedge and Hefac with the Webasto range of coach heating equipment. Nomad's



Above: A bar and excellent catering facilities were provided in one of the exhibition areas.

Left: There was plenty of opportunity to inspect the underneath of the new DAF DHTD.

mobile display unit was present giving operators a chance to further investigate their attractive range of beverage making equipment. J.A.C. Travel were present throughout the show with details of wholesale Continental packages, usually including both hotel and ferry bookings. Virginia Portman, Wholesale Tours Department Manager with JAC told me that their packages particularly appealed to the smaller operator.

Much has been said in the past about the considerable effort that the Stanley Hughes Group put into preparing their secondhand stock for resale. Mel McGrath of Stanley Hughes explained that the company works differently to other dealers as they sell a complete package. As he says, it is difficult to show in a weekly advert exactly how much the reconditioning process involves. I visited the workshops and paintshops as well as the show and was impressed with the obvious regard for quality. Mel cites his quality as the reason for the company's current low stock levels — 160 used machines were on offer in December but that figure is now under 80. Fewer staff are needed, (the entire complex at Gomersal employs only 19 people) because the high standards mean that the vehicles sell themselves. Good stock has an ongoing beneficial effect for the group because reputable operators want to buy high quality vehicles so the part exchanges that they bring in are also of a high standard. Good customers also benefit from the availability of vehicles, on short term hire, from secondhand stock.

Back up is important not only to the customer but to Stanley Hughes as it is one of the features upon which their vehicles sell. Mel McGrath told me that the company are not prepared to sell any new products for which they cannot also readily supply spare parts. The Leyland, Volvo, DAF and shortened Ford T152 chassis ranges are all proven vehicles that can be purchased with confidence. This is all part of the company's determination not to become involved in supermarket style trading, without any after sales support, a type of operation that Mel McGrath feels is ruining the industry.

During the ten days of the show around 2,500 people were expected to attend including around 1,000 operators. The catering laid on was extremely good and complemented what was an enjoyable and worthwhile show in every aspect.



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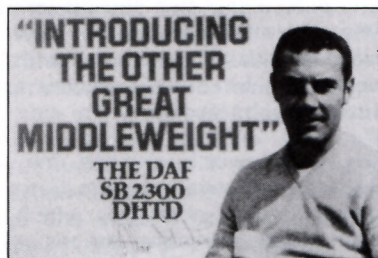
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- 1978 'T' LEYLAND Leopard 680-SA Duple Dominant II 51R.
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- 1978 'S' LEYLAND Leopard 680-SA Duple Dominant II 51R, 53 or 57. (Choice of three).

11m HEAVYWEIGHTS

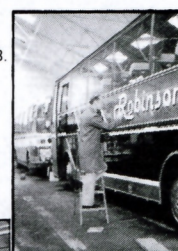
- 1980 'V' DAF DKTL Turbo Plaxton Supreme IV 53.
- 1979 'T' LEYLAND Leopard Duple Dominant II 53. (Choice of two).
- 1979 'T' LEYLAND Leopard 680-SA Plaxton Supreme IV 53.
- 1979 'T' VOLVO B58 Plaxton Supreme 53.
- 1979 'T' VOLVO B58 Duple Dominant II 49R or 53. (Choice of six).
- 1978 'S' VOLVO B58 SA Plaxton Supreme 46R. (Choice of two).
- 1978 'T' LEYLAND Leopard 680-SA Duple Dominant 53. (Choice of two).
- 1978 'S' LEYLAND Leopard 680-SA Duple Dominant II 53. Extensive choice.
- 1978 'S' LEYLAND Leopard 680-SA Plaxton Supreme 53. (Choice of two).
- 1977 'R' LEYLAND Leopard Duple Dominant 51. (Choice of two).
- 1976 'P' LEYLAND Leopard 680-SA Duple Dominant I 53.
- 1971 'J' LEYLAND Leopard Plaxton Elite 53. (Choice of two).

LIGHTWEIGHTS

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- 1980 'V' BEDFORD YMT Plaxton Supreme IV 53.
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- 1979 'T' FORD R1114 Duple Dominant II 45.
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LOOKING AT PASSENGER COMFORT

At the BCC Conference at Birmingham Tony John of Global produced a very gloomy view of the coaching industry for those operators who run shuttle services — soon to be disappearing, according to him.

Perhaps operators might now think about servicing the loyal band of coach passengers who form the backbone of coach tour buyers. They don't need flashy videos and dangling headphones, but

coach builders had plenty of new ideas on show at the NEC to make coaches even more attractive to the general coach tour buying public.

Now that coach tours run Winter and Summer, surely any operator who wants to look after his clients should consider adequate heating — and even air-conditioning? (I speak with feeling having travelled up to Birmingham on a so-called luxury coach, 2 years old, with such bad heating that all of us incoming tour

operators just sat and shivered). Setra were showing an electronic system that would keep me happy in the coldest weather. Any client would appreciate stepping into a warm coach that had been pre-heated, and would be interested in the way that the sensors keep an even temperature, however cold the weather.

Even the worst summer can provide boiling hot days and boiling hot passengers, and people notice the happy faces of those fellow tourists in air-conditioned coaches — perhaps operators might scrap their order for videos and put in this so-called luxury (and before you say 'she doesn't know what she's talking about' — how many years ago was it that rooms with baths were considered unnecessary for the British coach traveller?)

Jim Shuttleworth showed me lovely elegant seat covers on the Setra, in a base colour of cool grey which looks clean, and attractive stripes to add interest. The seats look comfortable, and should last many years. I still remember with affection World Wide's Mercedes coaches that lasted for years and years, and were more comfortable than many vehicles years younger: great attention was paid to the interior finish, and it paid off.

ABTA say that the majority of holidays are purchased by the wife, so perhaps women should be considered more when planning what extras should be offered in a coach — and I don't mean hooks for

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handbags, (designed so that your knees get walloped every time a coach goes round a bend). You might not have noticed that women generally are not too keen on flashy gimmicks — solid comfort and attention to detail is what they go for.

Please will someone install a padded arm-rest that folds down? Setra and Mercedes showed folding armrests, but they are still very hard, especially for someone to rest their arms on if they are getting old.

The cleaner and tidier a coach is, the more it looks an up-market vehicle. I was interested that at the Midlands Coach Rally last year it wasn't the newest vehicle that was Coach of the Year, but the cleanest one. So one of the attractive racks I saw in a Volvo will add pounds to the look of a vehicle. They were the neatest I had seen, and not too big to catch people's heads or to take too much luggage and make a coach top-heavy. They were covered in material, and although I know this causes problems as coaches have to be scrubbed out if heavy smokers have been carried, surely it is worth it?

Headrest covers must be the cheapest accessory that can be put in a coach, and yet so many of the British vehicles didn't have them on their display models. The Leyland Doyen looked very smart with its attractive blue and white colour scheme, and it had disposable headrest covers. As the wife of an ex-driver this went down very well with me, and I think passengers would appreciate them too. Robin

Littlewood of National Travel, Sheffield, always gives his drivers strict instructions that they are not to let a coach out of a garage to pick up one of my guides, unless there are headrest covers on the seats! — and he always seems to have coaches full of happy passengers. Then footrests are also essential for passenger comfort; you just try sitting in one of your coaches on a long day's tour, with nothing to rest or brace your feet on. Any operator who doesn't install them will find tired, cross customers at the end of a day.

If you have to have toilets in coaches, then Scania had a very neat idea for privacy. The seats facing the toilet entrance were turned towards the rear; no loss of legroom, but space for a very neat table, and everyone is happy. However, before coach operators rush to spend the extra on installing a toilet, you might like to know that souvenir shops visited by coach parties now sell 'Toilet Out of Order' signs — the driver doesn't have to pin up a sheet of scrappy paper.

Anyone who thinks OAPs have no money, should look at their average disposable income — income which goes to pay for 3 or 4 breaks a year. Although the pensioner is canny enough to ask for an OAP reduction, many have money to spend and if you explain that you can't lower your high standards therefore the charge is the same for everyone, they understand. And that reminds me — several coaches at Birmingham could lower their suspension; Setra's can drop

4½ inches, which must make quite a difference for the elderly.

What are Bedford up to? At the Motor Show in '82 they told me that they had commissioned a survey into what the passenger wants, but I can't find any ordinary coach interior designed with enough legroom, which was one of the main findings of the survey. How much does it cost to install video and toilet, and how much do you lose if you sell 46 seats on your tours, instead of 52? And if you have 44 or 46 seats in a 12 metre coach then passengers are much more contented. Talking to a coach body builder he told me that it is possible to have a system where seats can be on runners, but lock into place. Then if you only have 40 passengers you take out extras seats —and think of the legroom.

As someone who has to hire coaches, can I ask Scania to get together with Volvo and incorporate the Scania's ability to resist rolling on corners with the Volvo's tandem axle; then I could install a billiards table for our male customers in the back of a coach and keep them happy too!

With the Midlands Coach Rally and the Brighton one coming up shortly I am looking forward to seeing even more attention paid to passenger comfort, ready for the large amounts of British people wanting comfortable travel out-of-season.

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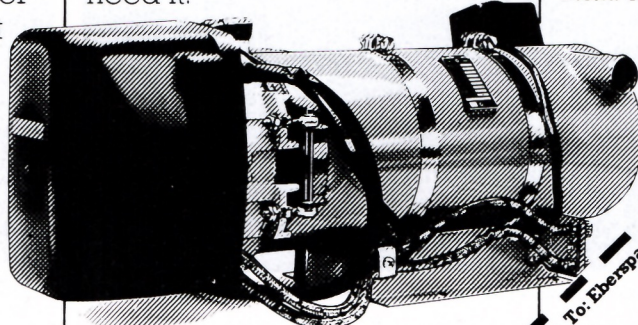
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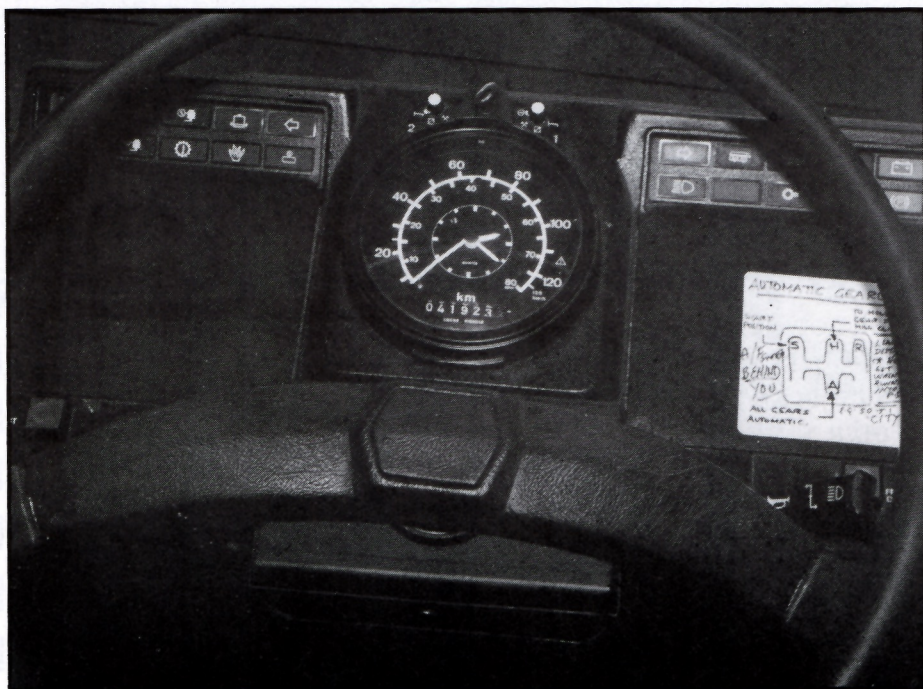
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CM16-3-84

LEYLAND TITAN



Very oblique styling gives the Titan an impressive appearance.



Warning lights are relied upon to give the driver information. All switches are on a panel below the side window.

During Coachmart's series of evaluations of used buses, most of the vehicles examined have been older models having served most of their life with P.T.E.'s or municipal undertakings. Until now older buses have generally been suitable for the limited amount of stage carriage work done by independent operators but in the light of changes which could allow independent firms to compete on stage routes, it is more than likely that the need for newer buses will become a reality. I was therefore pleased to test an "almost new" double decker recently — a Leyland Titan, formerly a manufacturer's demonstrator and now offered for sale by the Paul Sykes Organisation.

The Titan tested had, since being registered less than two years ago has completed close to 42,000 kilometres (26,000 miles) on suitability trials with transport authorities throughout Britain. Transport undertakings who have purchased Titans include Greater Manchester, Reading, West Midlands, Fishwick's, and London Transport. Fishwick's of Leyland took two prototypes, Reading run theirs as coaches, and it is rumoured that the five taken by West Midlands are currently for sale, whilst London Transport are still adding them to their fleet.

Produced at British Leyland's Workington plant, the Titan is a high bridge integral which was designed in Leyland's own words, "to please everyone, the passengers, the driver, the maintenance engineer, and not least the operators themselves". Certainly the vehicle was of advanced design, with air suspension, fully automatic 5 speed gearbox, thermostatically controlled ducted heating, bright interior colours, plenty of headroom on both decks, and a driver comfort package.

Externally the Titan looks similar to most other rear engined deckers the differences hidden beneath the panelling. Overall dimensions are: length 9.57 metres, width 2.5 metres, and height 4.42 on a 5.03 metre wheelbase. The unladen weight of the test vehicle was 9600 kg (just under 9.5 tons) showing that its integral construction did

not increase the unladen weight. Servicing has been given careful consideration. A folding lift up flap at the rear and hinged wrap around side panels open to give almost total access to the transversely mounted engine and gearbox. Aft of the rear wheels a small flap at each side reveals the rear crossmember of the 'H' suspension frame for jacking purposes. Jacking points behind the front wheels are also indicated. In an attempt to keep the bus sides clean in poor weather, spray suppression flaps are attached to the front wheel arches.

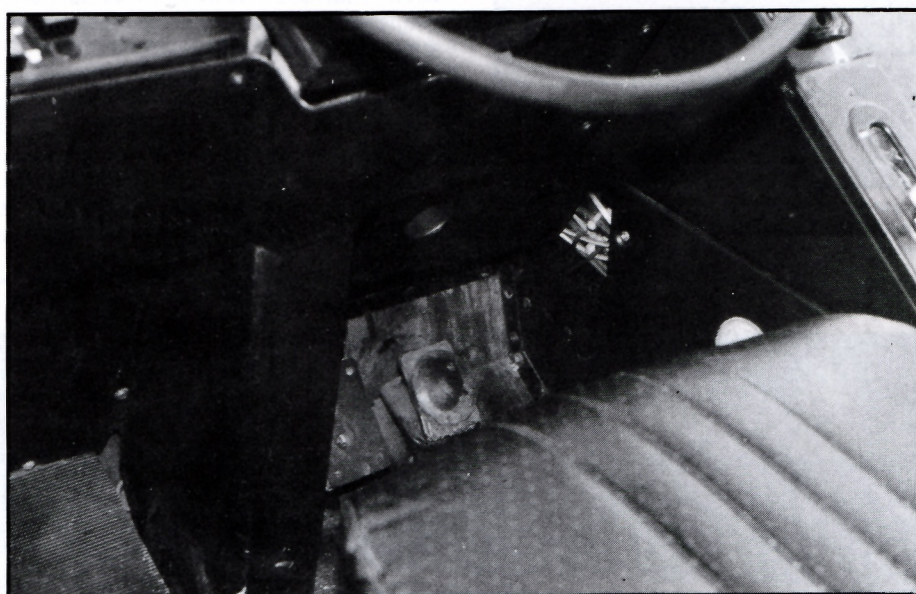
Passengers board and alight through the wide jackknife type front doors, the only door on the ex demonstrator although some models were fitted with an additional centre exit. Door and step heights were carefully considered during design to provide the easiest possible boarding and alighting. This was achieved by measuring a variety of passengers as they physically stepped up and down. An average was taken thus deciding the final measurements. These measurements are: door width 1405 mm



The entrance platform is just higher than an average height kerb.



The upper deck like the lower was clean, bright, and allowed plenty of room to move.



The "hump" on the accelerator I found very uncomfortable and cannot understand why it is there.



The underside shows the integral frame construction. Piping runs neatly down the centre.



To get a good view through the nearside mirror the arm had to be pushed forward. At this point much of the side of the coach was lost.

minimum clearance with doors open 1201 mm step height 313 mm from ground, and an inside single step of 218 mm to interior floor level. Inside the lower saloon consists of a good sized entrance area alongside the drivers cab then a wide section between stairs on the offside and the nearside luggage rack, certainly wide enough for passengers to pass each other. Behind the stairs the seats are in doubles, 5 rows nearside, 4 rows offside with a single inward-facing seat immediately aft of the stairs at both sides. Three seater longitudinal seats are mounted over the rear wheel arches, and a 5 place seat runs across the rear forward of the engine bulkhead. The last row of double seats and those behind them are set on a platform one step up from the aisle. Eight steps make up the semi-circular staircase between decks, and again I found that they were well designed and easily negotiated. The upper saloon, like the lower, was spacious, laid out conventionally with forward facing double seats and a full width rear seat, with the addition of a single aisle-facing seat forward of the staircase. Seating capacity totalled 79, (48 above, 31 below) with provision for a further 13 standees bringing the load capability to 92 persons. Plenty of handrails were provided, and all were situated so that when moving along the aisles of either deck it was always possible to grasp the next rail before

having to let go of the one already held. It was nice to see that interior colours had been carefully chosen to brighten up the bus. Smooth surfaced laminates had been used for panelling as usual, but dark and light blues blended well on walls and pillars with white saloon roofs to give a light and very pleasant overall effect.

Heating was found to be particularly good. Four blowers situated in the area below the stairs fed warm air to side wall ducts on both decks. The system is thermostatically controlled and needs no involvement by the driver to operate. Leyland literature claims that the system effects 17 air changes per hour.

The drivers cab, easily entered through a forward hinging half door inside the bus, is well laid out and of comfortable dimensions. The seat adjusts for height, reach and rake brake, and the wheel is set at a comfortable angle in front of it. The instrument panel comprises of nothing more than (on the demonstrator as tested) a two man tachograph and two banks of ten warning lights one each side at the top of the panel. Apart from test and door buttons all other switches and controls are mounted on a long panel running from screen to rear bulkhead at the right hand side of the seat. The top half of this panel slopes at the same angle as the dashboard whilst the rearmost half is horizontal just below window height.

Derek Randall chooses Scania



To drive, the Titan was tight but felt a very solid piece of machinery. Where some double deckers give the impression that they are light vehicles the Titan left one with no doubts as to its size. Not that it was difficult to handle, simply that its weight and dimensions could somehow be felt. The integral build appeared to

Steering is power assisted rack and pinion, very positive but tending to be a little heavy at slow speeds. It is relatively low geared with 5 1/4 turns of the 18" diameter steering wheel needed to go from lock to lock. Turning circle is given as 19.81 metres (65') swept, 16.98 metres (55' 7") kerb to kerb for its 9.595 metre length and 5.03 metre wheelbase. Braking was found to be effective although after full air system the power hydraulic system of the Titan felt a little strange at first, almost as if the brakes were fading. After familiarisation with the vehicle however I realised that the brakes were operating very smoothly and efficiently but the suspension self levelling was counteracting the forward inertia giving an impression of fade when in fact braking was as keen as ever. Additionally the gearbox includes an integral retarder operating on initial



The view through the offside mirror was obscured by the frame of the sliding drivers window.

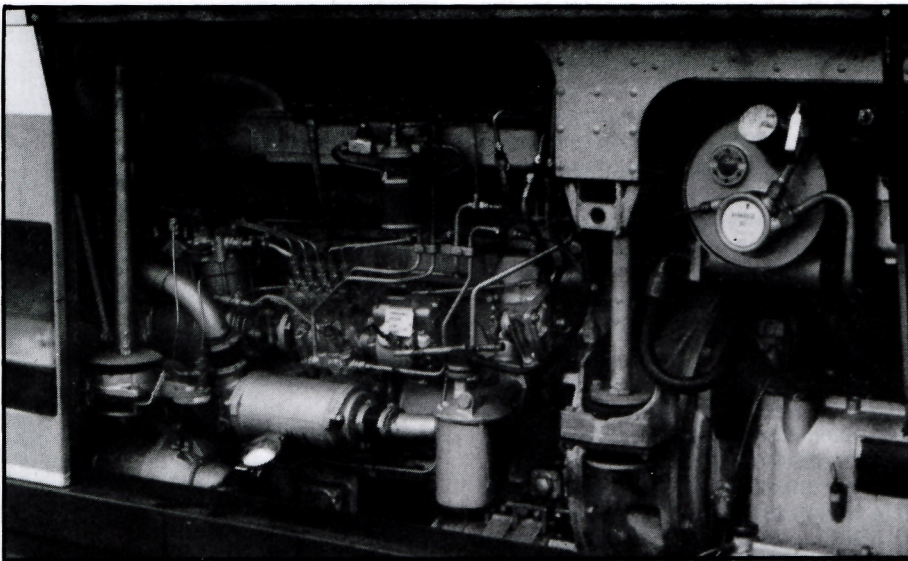
And again and again and again and again and
again and again and again and again
and again and again and again and again and
again and again and again and again
and again and again and again. Over twenty
times in fact, and all with Jonckheere luxury
coachwork from Roeselare Sales Limited.
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Good engine access was provided through the fold up rear hatch. Both rear corners also swing away.

pressure of the brake pedal. This I found could be used on optimum effect when slowing the brakes themselves needing only to be used to actually bring the bus to a halt.

The accelerator pedal was uncomfortable. Whether by design or as an after thought, a large round dome was attached to its surface. Although the pedal was not particularly hard to depress I found that the centre of the dome could be felt through my shoe. Why this attachment is fitted I could not understand, and



Wipers, hand brake, simple gear selector, and drivers heater controls were easily to hand on a right side sloping panel. Below this, level with the window base were lighting, starter, and reverse horn switches.

would have much preferred a conventional flat pedal.

The automatic 5 speed hydracyclic gearbox was simplicity itself to use. The selector has four positions, start, reverse, gear hold, and automatic. The engine will not turn over unless the start position is selected. In the full automatic mode the gearbox is the smoothest I have ever driven. Changes up and down were made almost imperceptibly and even when I deliberately tried to catch it out I could not cause the bus to jerk or lurch. Acceleration is brisk, with the accelerator pushed to the floor and held there the Titan progressed smoothly through all gears the linked fuel pump governor dropping the revs at each change just enough to maintain momentum as the next higher gear engaged. Using the gear hold, which will prevent a high gear

engagement but not a lower one, maximum speeds obtained were 9, 15, 24, 32 and 41 mph respectively for gears one to five.

The engine used in the Titan is the Leyland T11 six cylinder turbocharged unit of 11.1 litres. Maximum bhp of 170 (127 kw) is generated at 1850 rpm, whilst maximum torque of 585 lbf/ft (796 nm) is developed at just 1000 revs giving the best of its pulling power low down just where it is needed for stage carriage work.

The Titan showed that it has much to offer. There were items, already mentioned, which I felt could be better, but overall it appeared a well built vehicle which should be capable of satisfactory service for many years. The Leyland design team have to be complimented on the efforts they put in to make the vehicle suitable for infirm or elderly passengers without detracting from its efficiency for able bodied persons.

Edward Wood at the Paul Sykes Group headquarters in Barnsley declined to put a definite price on the ex demonstrator, but suggested instead that he is prepared to negotiate with any operator who may be interested in the vehicle. I feel that, for anyone in the market for such a bus, this one is certainly worth looking at, and with only 42,000 km on the clock it has not been overworked.

Full details of the Titan can be obtained from; Edward Wood, Paul Sykes Organisation Ltd, Wakefield Road, Barnsley, South Yorkshire. Tel 0226 298911/89311 or after hours 0226 790663.

Ray Pearson

Specifications

Leyland Titan

Engine:

Leyland T11 six cylinder turbocharged 11.1 litre.

Maximum Power:

127 kw (170 bhp) at 1850 rpm.

Maximum Torque:

796 nm (585 lbf/ft) at 1000 rpm.

Gearbox:

5 speed close ratio hydracyclic fully automatic with built in retarder (LVA 45 full-auto control) driving through 19" dia integral fluid coupling.

Steering:

Rack and pinion power assisted.

Brakes:

Power hydraulic split system with "S" cam adjusters, roller followers, and S.A.3 automatic slack adjusters. Handbrake operating on hydraulically actuated spring brakes on rear wheels.

Suspension:

Full air, two bellows front independent rear four bellows on "H" frame, self levelling valves front and rear.

Construction:

Integral aluminium frame with additional steel parts. Blind riveted exterior side panels and mouldings with stressed

internal truss panels. Built to ring frame design. Underframe members gusseted for extra strength.

Exterior:

Aluminium alloy panels, glass fibre mouldings.

Interior:

Plastic laminates to roof and side walls, insulated floor of 9mm plywood with non-slip covering.

Seating Capacity:

Lower saloon 31 seats

Upper saloon 48 seats

Standing 13

Total 92 passengers

Maximum speeds in gears (held):

1 9 mph

2 15 mph

3 24 mph

4 32 mph

5 41 mph

Dimensions:

Height 4378 mm (172.36")

Length 9595 mm (377.75")

Width 2500 mm 98.42"

Wheelbase 5030 mm 198.03"

Step Height 313 mm 12.32 "

Door width 1405 mm 55.31"

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CHOICE OF FOUR — DAF SB2005 Plaxton Supreme 53 seater. Exterior cream and red. Interior red striped moquette. 6 speed splitter gearbox, heaters, speech, forced air ventilation, retarder, armrests, sliding runners, courier seat, tinted side glass, tinted laminated screen. **£43,500**



CHOICE OF TWELVE — 1980 Ford R1114 Plaxton Supreme 53 seater. Exterior white, yellow and orange. Interior brown and orange moquette. 6 speed gearbox, heaters, speech, forced air ventilation, tachograph, Telma brake, side locker, armrests, twin fuel tanks, top tinted laminated screens, entrance mat, decorative curtains, side name glasses. **£18,500**



CHOICE OF TEN — 1982 Ford R1114 Plaxton Supreme 53 seater. Exterior cream and red. Interior red striped moquette, 6 speed gearbox, heaters, radio, speech, Jake brake, side locker, armrests, tinted windows, laminated screens, cassette. **£29,500**



CHOICE OF FOUR — 1980 Bedford YMT Plaxton Supreme 53 seater. Exterior red, white and blue. Interior red and black moquette, 5 speed gearbox, heaters, radio, speech, forced air ventilation, driver operated entrance door, tachograph, fuel flap lock, front and rear fog lights, Matwell, cassette. **£19,950**

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TOURISM and TOUR OPERATION NEWS

Editorial Consultant: Chris Martins (09016) 230

Heritage '84 — Part II

Opinion

Heritage is . . . anywhere you care to name. And that's the real advantage to the coaching business. The signs are that this year is going to be busy — particularly in the historic honeypots like Bath, York, Chester, Edinburgh and so on.

But if you package a heritage product, where the theme or the topic — rather than the destination — matters most, then it should be that much easier to book hotels, negotiate better rates, and even sell the programme.

Hastings Heritage

The 33rd National Town Criers' Championship (August 4), and a heritage week which includes walks of the Old Town and the commemoration of the Battle of 1066, are highlights of this year's holiday programme in Hastings.

Charles II at Scone

Coronation place of Scottish Kings was 'Mote Hill' at Scone, near Perth, and Scone Palace Administrator, Andy Robinson, this year promotes a Charles II welcome service for groups. Charles II was crowned on New Year's Day, 1651.

Other Heritage '84 plans include the weekly playing of the organ at the Palace, and an extension to the Pinetum in the grounds.



Charles II at Scone

Burghley Silver

Silver from the Elizabethan to the Edwardian period is being displayed this year in the State Room and the Grand Hall at Burghley House, Stamford, Lincolnshire, from April 1 to October 7.

Drawn from the family collection, many of the objects are recorded in an inventory of 1690, and the exhibition focusses on pieces overlooked in recent years.

More information 01-381 1324.

A Rose For Heritage Year

An Old English Rose, named Heritage '84, has been specially selected by David Austin Roses of Albrighton, near Wolverhampton. Bred from original Victorian stock, its flowers are in the form of an exquisitely shaped cup filled with small petals.

It will be launched in May at the Chelsea Flower Show in the setting of a nineteenth century garden.

More information 090-722 2142.

Exploring Norfolk

'Exploring the Heritage Coast', based at Hunstanton, and 'Breckland and its Heritage' centred on Thetford, are among a dozen Heritage '84 packages launched by the Adult Education Department in King's Lynn. In addition, a series of one-day Heritage walks includes topics such as 'Deserted Medieval Villages' and 'Monastic Remains'.

More information 0553-2766.

September for Somerset's Heritage

A Somerset Heritage month (September) will highlight events and aspects of country life in the county, and will draw attention to old customs, bygone museums, cider drinking, historic pubs and other aspects of the 'living past'.

The event is a warm up for next year's commemoration of the 'Pitchfork Rebellion' — the bloody battle of Sedgemoor and the ill-fated attempt by Monmouth to become King of England,

and which took place 300 years ago.

More information 0823-73451.

'Scottish Experience' is Heritage Information Centre

Edinburgh's 'Scottish Experience' — the audio visual introduction to Scotland in Shandwick Place, is the official information centre on Heritage '84 events North of the Border.

Inter Hotels go Tudor

Tudor Heritage in Wales, with stays in hotels in Monmouth (King's Head), Saundersfoot (St. Brides) and Caersws (Maesmawr Hall) is a new programme from the Inter Hotels consortium.

More information 0834-812304.

Literary Bus Tours

Scottish Omnibuses are offering one day Heritage Trail Tours on the themes of Robert Burns, and Sir Walter Scott, both originating in Edinburgh.

'Private Army' Weekend at Blair



The Duke of Atholl inspecting his Highlanders.

The Annual Parade (May 27) of the Atholl Highlanders, The Duke of Atholl's Private Army at Blair Castle, near Pitlochry, is the focus for a 'Private Army' weekend.

One of the hotels being used is the 62-room Pitlochry Hydro, and featured in the programme is a Victorian Tea, a meeting with members of the Army, and a viewing of the special Heritage of Highlanders exhibition being staged this year in the castle.

More information 079681-355.

Window Displays Take Heritage Theme

The annual window display competition among all of England's Tourist Information Centres has adopted the theme of Heritage '84.

More information 01-730 3400.

Wessexplore

A one-day Heritage '84 programme from Wessexplore, the Salisbury-based tour and guide agency, includes Salisbury, Stonehenge and Amesbury, the most visited and important ancient monuments in Southern Britain. Medieval city walks

also take place in Salisbury at 8.30 daily from April 18.

More information 0722-26304.

Tolkien Heritage

The Birmingham Gold Quarter, Highwaymen's Haunts and 'Tolkien Tale' are among the contents of new custom-prepared heritage itineraries of the operator, England-style.

More information 01-439 0135.

Tee-Shirts are Heritage Products

Official Heritage '84 tee-shirts are available through Top Fashion Design Limited.

More information 04626-72666.

Heritage Gardens at Red House Hotel

Peggy Nicholls, the garden expert, is giving lectures during Heritage Garden Weekends (May, June and July) at the Red House Hotel, Barton on Sea, Hampshire. Local gardens are visited.

More information 0424-610119.

Heritage of Lady Godiva

Roman Chariot Racing, Cavaliers and Roundheads, and Lady Godiva feature in the 'Pageant of British History' taking place in London in July, and other venues throughout the summer.

More information 0462-59540.

Inclusive Holidays Digest 1984

This particularly useful publication has been compiled by the German National Tourist Office in London and it lists every inclusive tour to the Federal Republic of Germany that is offered by British and Irish tour and coach operators.

Holidays are carefully indexed; this year the number of motoring/self-catering packages as well as short city breaks listed shows a considerable increase due to rising demand. The Digest can be used by both the travel agents as a reference guide and by the travelling public wanting to select the holiday that is most suitable.

Among the novelties are several additional new motoring tours; chalet and farmhouse holidays; new rail and fly-drive package destinations in the Black Forest and in Bavaria; a selection of visits to Castle Hotels in Northern Germany and short breaks to popular destinations like Hamburg and Berlin.

Quite apart from the conventional holiday packages, there are special city tours; several coach tours with camping accommodation; inclusive visits to major fairs and exhibitions as well as incentive and conference trips. Also listed are all

the tour operators featuring this year's main event in Germany: The 'Oberammergau Passion Play'.

Copies are available from the German National Tourist Office, 61 Conduit Street, London W1R 0EN. Tel 01 734 2600.

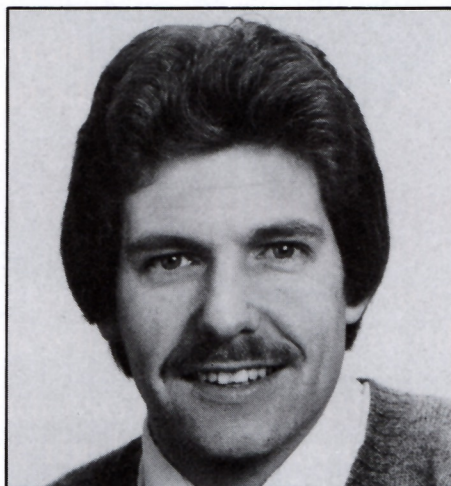
Dartmoor Deal

Packages promoted by the 16 hotel and guest house members of the Dartmoor Tourist Association include free membership of the National Trust.

More information c/o N. Thage, DTA; 8 Fitzford Cottages, Tavistock, Devon.

APPOINTMENTS and STAFF NEWS

Devon Increase Northern Sales Drive



David Moore joins Devon Conversions.

A Northern Region Sales Manager has been appointed by Devon Conversions to help expand their sales team in that part of the country.

He is 31 year-old David Moore, who will be mainly responsible for the sale of Devon's passenger carrying vehicles, though will also help with the motor caravan side of their business. His area stretches from Manchester to the North of Scotland.

David, who will be based from his home in Stockport, Manchester, has a number of years experience in the motor trade and in buses.

New MD for Wightman Mountain

Mickey Caruth, who has been with Wightman Mountain for 8 years as Sales Director, has taken over as Managing Director, following the resignation of Bob Tompkins, who has left the company on his appointment as General Manager of Zweckform U.K. Limited.

Volvo Announce Three New Appointments

Tony Harvey, previously Area Manager (South) for coaches, has been appointed Fleet Sales Manager (Coach). Tony's background before joining Volvo two years ago, was with the coach retail trade, which gave him valuable experience of dealer and coach operator requirements.

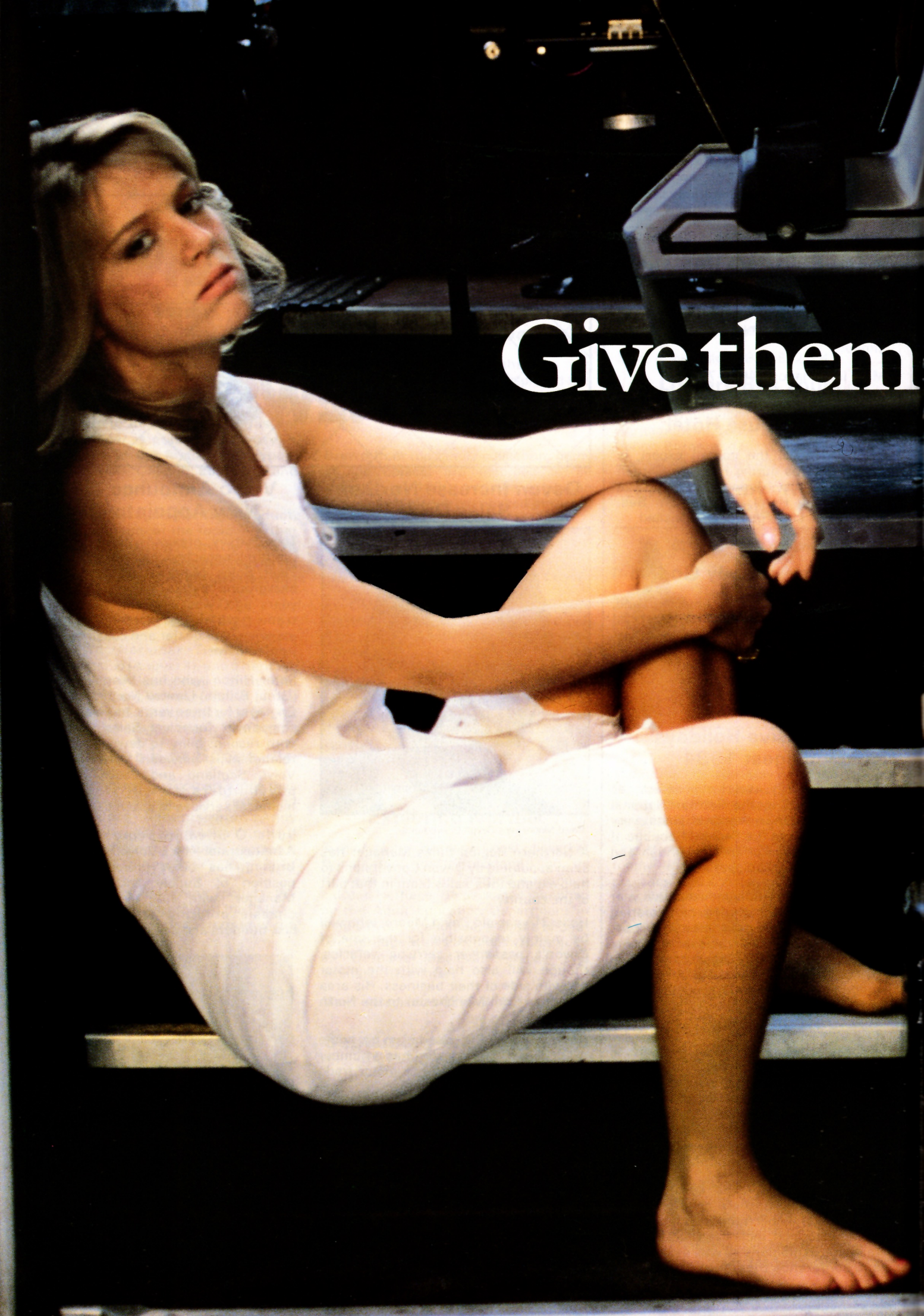
Peter Hilton, who has been Volvo Bus (Great Britain) Limited Northern Service Engineer for three years, has become the company's Technical Sales Executive, with responsibility to develop technical relationships between Volvo Sweden, Volvo Scotland and coach and bus bodybuilders. He will also supply technical services to coach dealers.

June O'Shea, previously Supply Administrator for Volvo Bus (Great Britain) has been promoted to the position of Supply and Distribution Manager, with full responsibility of chassis ordering and liaison with body builders and dealers.

New Managing Director for Tecalemit Garage Equipment Co. Ltd.

Tecalemit Garage Equipment Company Limited, now a member of the Siebe Gorman Holdings Group, announces the appointment of Mr. N. H. Procter, C.Eng., as Managing Director.

Norman Procter has held senior appointments in the Tecalemit Group of Companies since joining Interlube Systems Ltd., the lubrication specialist subsidiary, in 1972. He is a Mechanical Engineer and a Fellow of the Institute of Plant Engineers and of the British Institute of Management.

A woman with blonde hair, wearing a white sleeveless dress, is sitting on a metal bench. She is looking off to the side with a thoughtful expression. Her legs are crossed at the ankles. The background is dark, featuring various pieces of electronic equipment, including what appears to be a computer monitor and keyboard. The lighting is soft, highlighting her dress and skin.

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LICENSING and LEGAL NEWS

Industrial Tribunal Told How Compass Coaches Attempted to Keep Going

The efforts made by Mr. Paul Bell to keep the business of Compass Coaches, of Wakefield, going after it got into financial difficulties, were outlined before a Leeds Industrial Tribunal, when they considered a claim for compensation for unfair dismissal brought by Mr. Bell's private secretary, Mrs. D. Attack.

Mrs. Attack claimed that she was sacked by the successor company, Sercorgeld Ltd., trading as Compass Coachways.

The Tribunal were told that Mrs. Attack had been employed by Compass Coaches & Private Hire Ltd. since April, 1979. Her employers got into financial difficulties and Mr. Bell was looking for finance. He made contact with a Mr. Tranter, and it was arranged that Mr. Tranter would provide the finance for a new company. Sercorgeld, trading as Compass Coachways, was therefore set up and Mrs. Attack received a letter from the new company saying that she was now to be employed by them, that the company was to carry on the operations previously carried on by Compass Coachways & Private Hire, and that her employment would be regarded as continuous. That letter was written by Mr. R. M. Webster, the accountant of Sercorgeld and of Mr. Tranter's group of companies.

Mr. Bell became unhappy at the way in which the changeover was progressing. In particular, he had hoped to have a 50 per cent share holding in the new company but it turned out that he was to have 49 per cent with Mr. Tranter having the controlling 51 per cent.

In the meantime the transport operations were being carried on with the permission of the liquidator of Compass Coaches & Private Hire from the original depot at Love Lane, Wakefield, although the administration had been transferred to premises at Flanshaw Lane. Mrs. Attack was by this time working at Flanshaw Lane.

Matters came to a head when Mrs. Attack was instructed by Mr. Tranter, by letter, to make detailed daily reports of enquiries, quotations, bookings and monies received. She took the view that

that work was additional and unnecessary and complained to Mr. Bell.

Mr. Bell said that he had seen his solicitor, who had advised him to get out of the new arrangement, and the letter produced to him by Mrs. Attack was the last straw. He told her to put all the company documentation into his car so that it could be taken back to Love Lane.

Mrs. Attack helped Mr. Bell to put the documents in the car and went off with him in the car. Mr. Bell submitted his resignation to Mr. Tranter in writing and for the next two days Mrs. Attack worked at Love Lane and did not attend Flanshaw Lane.

The Tribunal said that the respondents took the view that Mr. Bell was re-engaging on a previous arrangement, that he had taken his secretary with him, and that she had therefore given up her employment with Compass Coachways.

The liquidator was so concerned about this development that he arranged a quick sale of the original company's assets. Both Mr. Bell and Mr. Tranter tendered for them but Mr. Tranter was able to outbid Mr. Bell.

Compass Coachways therefore took over all of the assets of the previous business. Mr. Bell was left with no vehicles to operate and Mrs. Attack found herself out of work.

Mrs. Attack claimed that she had only been obeying the lawful and proper instructions of Mr. Bell at a time when he was still a director of Compass Coachways, and that she was wrongfully dismissed when the company did not wish to re-employ her. On the other hand, Compass Coachways were saying that Mrs. Attack knew full well, when she left Flanshaw Lane for Love Lane, that she was leaving their employment and casting in her lot with Mr. Bell's abortive attempt to re-establish ownership of the original business.

The Tribunal had concluded, that in the circumstances of her employment with Mr. Bell as his private secretary, her knowledge of all the details of running the business, her complaints about the way that the new management was acting, and her presence at the time when Mr. Bell finally decided to leave,

that Mrs. Attack had thrown in her lot with Mr. Bell in his attempt to recover his original business. They believed that when Mrs. Attack left Flanshaw Lane she was withdrawing her services from Compass Coachways and therefore she was not dismissed but had, in effect, resigned. Consequently, the Tribunal had no jurisdiction to deal with Mrs. Attack's claim.

Operator Loses Licence But Given Opportunity To Seek A New One

Although upholding a decision of the North Western Traffic Commissioners to revoke the PSV operators licence of Merseyside independent, Mr. Derek Taylor, trading as Alpha Coaches, the Secretary of State for Transport has delayed the effect of his decision for eight weeks in order to give Mr. Taylor an opportunity of making an application for a fresh licence.

The Commissioners decided to revoke the licence held by Mr. Taylor, who operates from Bootle, on the grounds that the maintenance arrangements for his vehicles were not satisfactory. However, the Commissioners directed that the revocation should not take effect until Mr. Taylor's appeal against their decision had been determined.

The Inspector said that he could have wished that, in giving their decision, the Commissioners had been more specific about which parts of the evidence had particularly influenced them. However, the facts disclosed that a most unsatisfactory state of affairs existed on July 27, 1983. Five buses were being held ready for service when spot checks showed that three of them had such serious defects that they had to be given immediate prohibitions. A fourth vehicle was given a delayed prohibition and only one got a clean bill of health. No pleading of extenuating circumstances could excuse such a situation, and even if the Commissioners did indeed ignore much of the other evidence they still must have been considering whether to get Mr. Taylor permanently off the road as quickly as possible or to give him another chance.

If they had preferred the former course they could have refused to suspend the revocation pending an appeal. Mr. Taylor could still have appealed but the Secretary of State would have had to issue a decision within 14 days.

As it was, the language of the Commissioners' decision suggested that they were trying to encourage Mr. Taylor. The idea of an appeal was almost suggested to him. There seemed never to be any question but that the revocation would be suspended pending such appeal, and firm assurances were given that his licence would be restored provided he put his house in order. It could only be concluded that, in spite of what had gone before, the Commissioners

had some sympathy with the mitigating circumstances and wanted to see Mr. Taylor continuing business as a satisfactory holder of a PSV operator's licence.

Whether the Commissioners chose the best means of bringing that about was open to question. In the Inspector's view, there could be no question of allowing things to go on as they were, and the obvious course would appear to be to dismiss the appeal. However, the consequences of that might well be put to Mr. Taylor out of business permanently, which was not what the Commissioners seemed to want.

Nothing further could happen until the appeal was determined. If it was dismissed, Mr. Taylor's income would cease forthwith but many of his expenses would continue during the time necessary for him to lodge a fresh application, for the vehicle examiner to conduct a fleet and maintenance investigation, and for the Commissioners to consider the new application. He had been informed that the time required for all that to be done would probably be about eight weeks. It was doubtful whether Mr. Taylor's finances could survive so long a period with no income.

It had been suggested that a better alternative would be for the appeal to be allowed but that Mr. Taylor's licence be curtailed to a date perhaps eight weeks beyond the date of the decision letter. That would have much the same effect as revoking the licence except that Mr. Taylor would be able to stay in business until such time as the Commissioners could consider a fresh application after receiving a report from the vehicle examiner.

As regards dates, it might be relevant to point out that the appeal inquiry took place on December 14, some 15 weeks after the Commissioners' hearing and a further appreciable period would no doubt elapse before the appeal was determined. During all that time Mr. Taylor's licence would have remained in force. Under those circumstances, the Inspector suggested that it would not be unreasonable to give Mr. Taylor a further eight weeks grace until his fate could be determined once and for all.

The Inspector recommended that the appeal be allowed in as much as the validity of the licence should be curtailed to a date which gave Mr. Taylor reasonable time to prepare a fresh application and for that application to be processed. He suggested that a period of eight weeks would be suitable for that purpose.

The Secretary of State said he was in general agreement with his Inspector's findings of fact and his conclusions. It was the duty of the holder of a PSV operator's licence to ensure that his vehicles were properly maintained and that the passengers were carried safely. It was clear that Mr. Taylor did not fulfill that responsibility and the Secretary of

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State considered that the Commissioners were correct in their decision to revoke his licence on the grounds that at the time of the public sitting the maintenance arrangements were unsatisfactory.

Accordingly, he dismissed the appeal but he directed that the revocation should take effect eight weeks from the date of the decision letter. The purpose of that, said the Secretary of State, was to allow a reasonable time during which Mr. Taylor could re-apply for a PSV operator's licence, having made new arrangements for maintaining his vehicles that were satisfactory to the Traffic Commissioners. His decision was in accord with his Inspector's recommendation that there should be a full examination of Mr. Taylor's fleet of vehicles, the maintenance facilities and the organisation for maintenance, before the Traffic Commissioners considered any fresh application.

Service Allowed to Continue After 12 Months Trial

Co. Durham independent, Mr. Edward Watson, trading as Watson Coaches, of Stanley, has won authority to continue a stage carriage service between Consett and Blackhall, which he has been operating for a trial period of 12 months, despite opposition from the National Bus Co. subsidiary, Northern General Transport Co. Ltd.

The Northern Traffic Commissioners authorised the trial last year after being told that Northern General had withdrawn a similar service as part of a package agreed with Durham County Council. Northern General had opposed the proposed service on the grounds that the existing facilities were adequate to meet any need and they feared that the introduction of Watson's service would abstract traffic from their remaining services. However, the Commissioners felt that the service ought to be given a trial to determine exactly what impact it would have on Northern General's services.

Asking for the licence to be renewed for a

full period, Mr. Watson said that during the trial period the service had carried 100,000 passengers.

Northern General maintained that their fears had been justified in that they estimated that they had lost some £25,000 in revenue as a result of abstraction of traffic caused by Mr. Watson's operations.

Announcing the Commissioners' decision, the Chairman, Major General John Carpenter, said that they felt that the service had proved its usefulness and it could not be said to be against the interests of the public.

Inverness/Aberdeen Proposals Dropped

Proposals for a new stage service between Inverness and Aberdeen, by Merlin Express (Passenger Services) Ltd., the company run by Mr. Patrick Sinclair, the son of Viscount Thurso, have been dropped in the face of heavy opposition.

The company had planned to operate a daily service with one single decker of up to 19 seats, with duplication as required. However, its application to the Scottish Traffic Commissioners for a licence drew objections from British Rail, Grampian Regional Council, Highland Regional Council, and the Scottish Bus Group subsidiaries, W. Alexander & sons (Northern) Ltd. and Highland Omnibuses Ltd.

Merlin Express is pressing ahead with plans to vary the timings and the terminals of its service between Thurso and Inverness, despite opposition from British Rail. A licence for that service was granted for a six month period last August by the Commissioners, in the face of strong opposition from British Rail and Highland Omnibuses. (Coachmart, August 12 and September 2.)

Reasonable to Dismiss Driver for Unreliability

The very existence of a small coach company depended upon the punctuality of its drivers, within reason, and West Midland independent, Mr. Anthony

McAndrew, trading as Central Coaches & Taxis, had not acted unreasonably in dismissing a driver he found to be unreliable.

This was said by a Birmingham Industrial Tribunal, when they rejected a claim for compensation for unfair dismissal by the driver concerned, Mr. I. L. Taylor.

The Tribunal were told that Mr. McAndrew employed nine drivers, including two driver/mechanics and three part-timers. The only other employee was a secretary/book-keeper.

Mr. Taylor had been employed from September, 1979, until being dismissed on October 1st, 1983. During his employment his timekeeping was not good. He was regularly late and that was particularly irksome as Mr. McAndrew's best customer was the local education authority.

During term time, Mr. Taylor did a school run five days a week, one trip in the morning and another in the afternoon. There were frequent complaints about the late arrival of Mr. Taylor in relation to that particular contract.

Matters came to a head on October 1st. The day before Mr. Taylor had been allocated to a job on the Saturday taking a coach load of children from Birmingham to Worksop to play rugby. Mr. Taylor said something to the effect that he might not be able to go as he was going out the evening before.

It was common knowledge amongst the workforce that if a particular driver found working a particular weekend rota was inconvenient it was entirely up to him to supply a replacement from amongst the work staff. It was what the other drivers did and there was no doubt that Mr. Taylor had done the same in the past. It was suggested to Mr. Taylor that he should try and change duties with another driver, but that if he should do so

he must let them know. Nothing further was heard from Mr. Taylor.

Mr. McAndrew became concerned on the Saturday morning when Mr. Taylor had not appeared by the time that the coach was due to leave. He drove to Mr. Taylor's home two miles away, where he found him sitting in his car with his wife about to go off somewhere. At that stage Mr. Taylor told Mr. McAndrew that he was not going to do the job. That was too much for Mr. McAndrew, who dismissed him on the spot. Mr. Taylor asked for reasons in writing, and a letter was written later that day.

In their decision, the Tribunal said they accepted that Mr. McAndrew had warned Mr. Taylor about his timekeeping on more than one occasion. It was perfectly true that nothing was ever reduced to writing, but they were satisfied that Mr. Taylor had been warned in the sense that it was brought home to him clearly that unless he improved his timekeeping his future employment was in jeopardy. He was warned regularly, albeit orally, about his timekeeping, which left a lot to be desired. Matters came to a head when Mr. Taylor failed to turn in on the Saturday morning. That put Mr. McAndrew to a vast amount of trouble and it seemed probable considerable expense into the bargain. The Tribunal were satisfied that he acted perfectly reasonably in treating Mr. Taylor's conduct as sufficient reason for dismissal.

Driver Who Refused to Drive Coach Fairly Dismissed

J. M. and J. Mini Coaches Ltd. had not acted unfairly in deciding to dismiss coach driver Mr. Leon Scott, after he had refused instructions to take a coach out, decided a Manchester Industrial Tribunal. The Tribunal rejected Mr. Scott's claim for compensation for unfair dismissal.

The company admitted that it had summarily dismissed Mr. Scott, who argued that the company was not entitled to require him to drive between the hours of 1000 and 1500 and had acted unreasonably in dismissing him.

The Tribunal said that the evidence was that Mr. Scott was employed under a contract where his hours of work were said to be 0700 to 1700 hours, five days a week. They were satisfied that the reason for the dismissal related to Mr. Scott's conduct in refusing to comply with the company's proper instructions and thereby acting in breach of contract.

They accepted that Mr. Scott was trying to pressurise the company to increase his rates of pay and that he had requested his employers to give him extra work so as to earn overtime payments. They were satisfied that on the occasion of his dismissal Mr. Scott refused to drive the coach, as the company were entitled to require him to do, in circumstances which the Tribunal found amounted to wilful defiance of the company's proper authority.

Taking account of all the factors involved, and the principles of good industrial practice, the Tribunal had decided that summary dismissal came within the band of reasonable courses of action properly open to a reasonable employer.

The Tribunal were satisfied that Mr. Scott must have been aware that his refusal to drive the coach as instructed could lead to dismissal. They felt that in the circumstances, and taking account of the very small size and administrative resources of the company's undertaking, that the company had acted reasonably in treating Mr. Scott's misconduct as sufficient reason for dismissal. Consequently, they found the dismissal to be fair.

Michael Jewell



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The electronically computer operated, thermostatically controlled, heating system, integrated with a water pre-heater maintains the interior of the

coach at the most comfortable temperature no matter what the weather. And the high-level seating and excellent passenger visibility add to the feeling of luxury which is the norm for a Setra coach.



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Sunday 8th April - Friday 25th May 10am - 6pm Every Day.
 Saturday 26th May - Friday 13th July 10am - 6pm Weekdays, 10am - 9pm Weekends,
 Saturday 14th July - Sunday 9th September 10am to 9pm Every Day.

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Adults £4.00. Children (under 14 yrs) £3.50. Senior Citizens £3.50. Handicapped persons £3.00. Attendants for the handicapped free. Children (under 3 yrs) free.

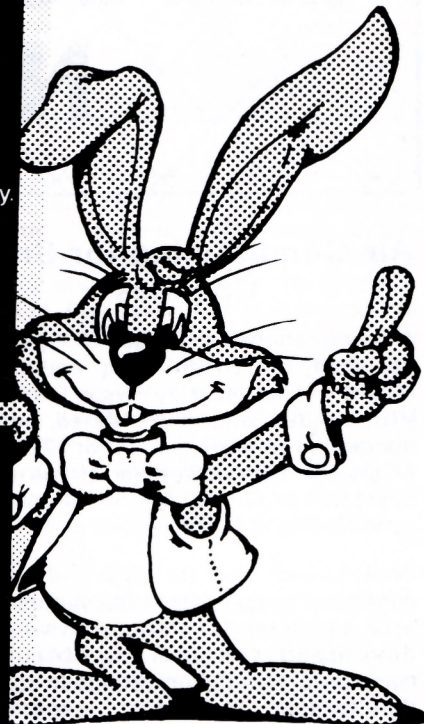
GROUPS

20 persons or more. (Handicapped 10 persons or more.) As above less 50 pence.

NEW FOR 1984 - Early season discounts

April, May & June only - children and senior citizens only. Save 50 pence off normal rate. (Bank Holidays do not apply.) Only Guide Dogs are admitted to the Park.

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TECHNICAL and EQUIPMENT NEWS

Air-Conditioning for Small Coaches

A comprehensive range of specially designed air conditioning equipment recently introduced by Kysor Industrial (GB) Limited will, it is claimed, enable operators running coaches with 22 seats or less to take advantage of the extra comfort provided by efficient air conditioning at a competitive price.

Well known for its heavy duty air conditioning equipment for commercial and agricultural vehicles, Kysor has developed compact, unobtrusive components for the new range to ensure that controls, condensers, evaporators and compressors occupy the minimum of

space. Heating as well as cooling and air circulation functions can be incorporated into many systems to ensure that they are practical and cost-effective in the UK's temperate climate as well as in hot, humid countries.

The People Mover range comprises a number of condenser, evaporator, compressor and heater options which can be combined to obtain a variety of split systems allowing easy installation on both recreational vehicles and minibuses.

Kysor's minibus system is for vehicles up to 22 seats. Skirt-mounted or roof-top condenser units are available for use with the transverse-mounted evaporator and the heavy-duty compressor, which is

normally installed on the power unit.

Installing air conditioning in small coaches could become increasingly common in the UK as more and more people are made aware of its benefits through travelling on luxury coaches or having systems in their own cars, say Kysor. For overseas touring in hot countries, a constant flow of cool, clean air is essential not only for the convenience of passengers but also for additional safety through increased driver comfort.

Kysor offers a full back-up service on all its products and has a nationwide network of distributors who are experts in the installation, maintenance and servicing of air conditioning systems.

SEFAC Mobile Column Lifts Now Available in UK



The coach.

M.A.N.'s SR 280 is the coach.

Powerful, relaxed and well-appointed, it has become a yardstick for luxury and quality throughout Europe.

Integral construction is just one of a number of positive safety features.

And M.A.N.'s legendary reliability keeps it eating the miles long after lesser vehicles have fallen by the wayside.

The team.

M.A.N.'s coach dealers are a growing network of specialists.

They're backed by the full services of M.A.N.-VW UK Truck Centres.

And every one of them has the parts stockholding, after sales service and commitment to make your M.A.N coach a top earner.

The SR 280 is available now. Contact your nearest dealer for details of M.A.N value and the unique parts price freeze.

But above all, give the coach a trial.

In France SEFAC mobile column lifts are widely used by metropolitan authorities, National Railways, Defence, as well as numerous commercial fleets. Claydrum Engineering are now agents for the equipment in the UK and are shortly mounting a nationwide sales campaign.

Mukesh Panchal, Claydrum's Marketing Director explains the case for mobile column lifts. "No matter what length or width of vehicle, be it a coach or earthmover, this type of lift is ideal. It can be used anywhere and one man can do the whole job. By using support stands once the vehicle is raised, the lift can be moved and put to work elsewhere. It is not uncommon for the one lift to handle the whole workshop's lifting. Think what this means in savings". Lifting capacities (set of four columns) vary from 8 to 26 tonnes.

Further information about SEFAC or the SEFAC catalogue can be obtained by calling Claydrum on Freefone 5704 or writing to Claydrum Engineering Services Ltd, Claylands Avenue, Worksop, Notts S81 7AL.

New Name for ETMC

The ETMC, which held its first and highly successful conference in Brussels last September has altered its name slightly in preparation for its next annual conference in Barcelona, 5-7th November, 1984.

The initials, which previously stood for 'European Truck Maintenance Conference' still remain but their meaning has changed to 'European Transport Maintenance Council'. This has been done to give the conference a broader appeal as Roger Denniss, Chairman explained:

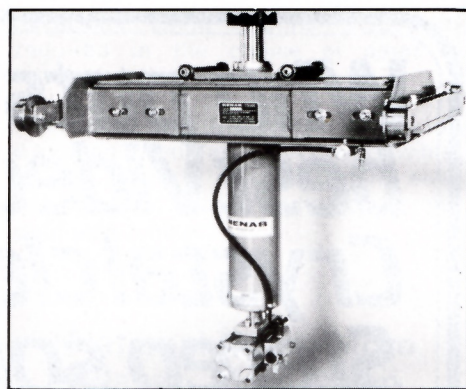
"We felt that the word 'Truck' was too narrow a description for a conference which discusses matters relating equally to heavy, medium and lightweight commercial vehicles, buses and coaches, specialist conversions, off-road industrial and agricultural plant. The word 'Conference' has been replaced by 'Council' as this is the body that actually organises the annual conference."

For further information contact Roger Denniss, ETMC European Chairman, Bass UK Ltd. Telephone (0283) 45301.

New Heavy Duty Jacking Beams

The latest additions to the Nenab range of heavy duty commercial vehicle and psv jacking beams are the LM-8 15 tonne and 20 tonne air-driven hydraulic models.

The sturdily built compact jacking beams are designed for use over inspection pits. It is claimed that they offer a speedy and reliable method of lifting heavy vehicles, even loaded lorries.



Both models have a minimum height above floor of 100mm and can lift up to 500mm. It takes only 40 seconds for the 15 tonne model to reach maximum height, and 50 seconds for the 20 tonne version. An easy-to-fit piston extender is available to increase the lift height to 900mm if required. The beams are operated by a robust pneumatic high-pressure pump which has been designed for ease of maintenance. Only two screws need to be removed to dismantle the pump, making inspection and pump replacement a quick and simple job.

They are available at a cost of £1,650 from sole UK distributors, H.T.C. (Nottingham) Ltd., 400 Derby Road, Nottingham NG7 2GQ. Tel: (0602) 785698. The Irish distributor is Harold Engineering Ltd., Harolds Cross Road, Dublin.



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Contact J. Cole

North England:
Charles Jamieson
Tel: 0723 375153

The Midlands:
Colin Smith
Tel: 0438 85576

South England:
John Dunkley
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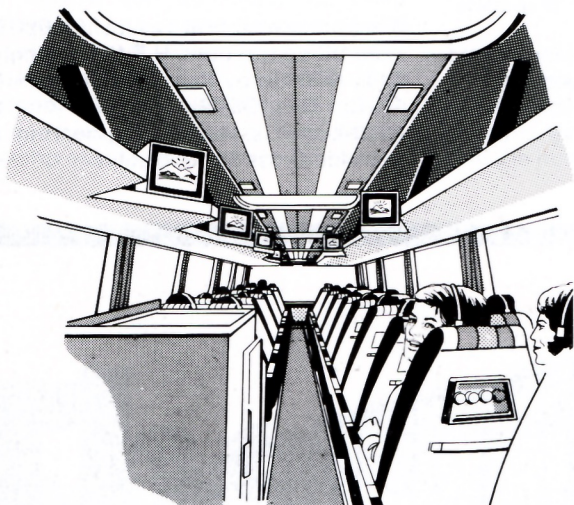
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VEHICLE and OPERATOR NEWS



This coach is the first to be fitted with a 10-metre Plaxton Paramount 3200 body. Based on a Bedford YMQ chassis, it is fitted with TV, video and audio equipment and full soft-trim interior. Exterior livery is two-tone blue and white, and the coach was supplied by **W. S. Yeates**.



A and J Schofield of Ashton-under-Lyne, Manchester will soon be operating this Neoplan Skyliner. It is finished in the white, orange, red and yellow livery of Sun Holidays, their parent company. Power is provided by a Mercedes V10 engine coupled to a ZF 6-speed synchromesh gearbox. Internally, the coach is finished to a high standard with 77 reclining seats, toilet, kitchen, Webasto and full audio and video equipment. **Dealer: Carlton PSV Sales.**



Matchett Coaches have just put this new coach into service. It is a Volvo B10M with Van Hool Alizee 'H' bodywork, and is fitted with reclining seats, Continental door, nearside rear saloon toilet at floor level, driver's bunk, Blaupunkt audio equipment and servery. **Dealer: Caledonia Coach Sales.**



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Low Cost Finance From Tramontana

Low-cost finance is available for new Irizar-bodied coaches from Tramontana Coach Sales of Motherwell. This special offer, part of a Spanish export credit guarantee scheme, means that operators pay a 15% deposit with the balance repaid over 5 years, at a flat rate of around 7.2% (APR 14.3% approx). Further details are available from Douglas Telfer at Tramontana Coach Distributors Ltd., P. O. Box 6, Motherwell, Lanarkshire. Telephone (0698) 53845. Telex 777200.

Ex-NBC Buses for Canada

APT Ltd. of Bracebridge Heath, Lincoln, are to send four Daimler Fleetline double deck buses to Winnipeg, Manitoba. The customer "Grayline", who are also involved in Paddle Wheel River Boat Cruises, are to use the buses for sightseeing tours.

In preparation for their new role, APT have been asked to carry out certain modifications to the vehicles. To cope with the extreme of temperature -40°C to $+40^{\circ}\text{C}$ modifications to both the heating and cooling systems have been

necessary. Great care has also been required in the choice of paint to withstand these conditions.

In order to keep the vehicles in tip top condition when they begin their new life, a wide range of mechanical and body spares have been included in the purchase contract.

National Going More Places, More Often

National Express is expanding its 'Rapide' services from Sunday 1 April, it has been announced. In addition, extra services are to be run on a number of its inter-urban routes. The expansion has been made possible by the delivery of new coaches to supplement the existing National Express 'Rapide' fleet.

New weekday Rapide services will be introduced between West Wales and London on the 505 London—Llanelli route through Swansea, Port Talbot and Bridgend. A new late morning service from Llanelli will reach London at 3.35 p.m. An early afternoon Rapide service will leave London's Victoria Coach Station, arriving in Swansea at 6.05 p.m. and three quarters of an hour later in Llanelli.

The West Wales—London Rapide service between Haverfordwest and London is being doubled in frequency on weekdays and Saturdays as a result of the success of this route during last Autumn and Winter. Every day (except Sundays) there will be two coaches each morning to London, with two coaches to West Wales being introduced from London on April 1. Fares are unchanged. Despite the early start each morning, and aggressive competition, demand for the National Express 'Rapide' service to London from Haverfordwest is claimed to have been been consistently high.

Extra journeys are being introduced on the two hourly South Wales—Gatwick service (625) from 6 April. These include a 3.30 a.m. coach from Cardiff, calling at Newport (3.55 a.m.), Bristol (4.40—4.45 a.m.), Reading (6.30—6.35 a.m.) and Gatwick (8.25 a.m.). A service to Cardiff, leaving Gatwick at 7.40 a.m. is also introduced, leaving Reading at 9.30 a.m., Bristol (10.50—11.25 a.m.) and Newport (12.10 p.m.). weekend evening services from Cardiff (5.30 p.m.) and Gatwick (9.10 p.m.) will now operate each day.

The London—Isle of Wight inter-urban National Express service will run daily from 13 April. Between January and March it has operated only at weekends. The service leaves the Isle of Wight at 10 a.m. each day, having called at 11 towns on the Island beforehand. Stops at Guildford (11.50 a.m.) and Kingston-upon-Thames (12.25 p.m.) are provided before arrival in Victoria Coach Station at London (1.15 p.m.). The service to the Island leaves London at 4 p.m., arriving on the Island at 7.45 p.m.

Bus and Coach Registrations — February 1984

	February 1984	February 1984	Year to Date 1984	Year to Date 1984
Leyland Bus	185	145	333	310
DAF	6	8	8	17
Ford	5	19	10	52
Bedford	28	6	51	27
Hestair Dennis	21	2	21	11
MCW	43	25	79	71
Scania	4	3	4	7
MAN	2	0	3	1
Volvo (GB)	8	2	13	10
Volvo (Sweden)	43	16	63	25
Others (all imported)	7	9	16	21
Total (British)	290	199	507	481
Total (Imported)	62	36	94	71
Grand Total	352	235	601	552

(Figures are reproduced by kind permission of SMMT).



Surrey International are the proud owners of this new Van Hool T815 Acron with a MAN D2566 engine and Focal 155 Telma retarder. Luxuriously equipped the coach has a removable kitchenette behind the staircase with 5 litre water heater and sink, Blaupunkt Munchen radio/cassette and twin microphones and TV/video. The side windows are double glazed, there is an offside centre sunken toilet and a manual Continental door. A driver's rest cabin, Webasto 2020 water heater and timer and 49 Surelax seats complete the specification. **Caledonia Coach Sales and Services Ltd.** were the dealers.



A number of Duple bodied coaches have entered service with Aston's of Kempsey, Worcestershire recently, the latest two being Duple Caribbeans on Volvo B10M chassis. Much of the work undertaken by the company involves taking school parties on Continental tours. **The Moseley Group** of Loughborough supplied these vehicles which carry a "Stylelines" livery in brown, beige and gold.



Granville Coaches of Freckleton, Preston were an early Neoplan customer and have recently bought their third, a Clubliner N122/2 double decker. This coach is going to be noticed because it is adorned with multi coloured stars on a silver metallic background and carries



Whippet Coaches of Fenstanton have acquired a total of four DAF MB200 DKFLs this year, all fitted with Duple Caribbean bodywork. Fuel tanks are mounted across the rear axle, allowing maximum luggage accommodation between the axles. The Duple bodies are fixed with 55 fitted seats, sunken rear

toilet with removable top, radio/cassette equipment and destination indicators. Seen here at the handover are (left to right) Peter Wragg (Hestair Duple) Alan Minter, Michael Lee (Whippet Coaches), David Hargreaves (Chairman of the Hestair Group) and Harry Lee (Whippet Coaches). **Dealer: W. S. Yeates.**



Matchett Coaches have just put this new coach into service. It is a Volvo B10M with Van Hool Alizee 'H' bodywork, and is fitted with reclining seats, Continental

door, nearside rear saloon toilet at floor level, driver's bunk, Blaupunkt audio equipment and servery.

Dealer: Caledonia Coach Sales.

the name "Starliner". The lower deck seats 8 and has a club lounge with bar and lounge seating area, full kitchen facilities, fridge, toilet, and driver's sleeping compartment. Upstairs there

are 48 Vogel recliners whilst all passengers benefit from full radio/stereo and video equipment and Webasto heater. It was supplied by **Carlton PSV Sales Ltd.**

POSTMART

GO WHITTLE

FROM THE CHAIRMAN

Your Ref:-

COACH OPERATORS & TRAVEL AGENTS

Mr Houston Ramm,
Editor,
Coachmart,
Ryland House,
64-74 Holderness Road,
Hull HU9 1EU

PARTNERS
Ronald A. Whittle, F.C.I.T., M.INST. T.A.
Dorothy L. Whittle.

9th March 1984

Dear Houston,

Marksman Lives!!! - but I know not why.

Seriously, it is nice to see someone with the capability (and the time!) to write in clear terms about our industry, and much that he writes is sensible and helpful. For example his first notes on Contracts of Employment made me think and, as I was in any event in the process of issuing new Contracts, add a further page to the four already printed.

However when he is on the subject of BCC, which seems to be every other week, he becomes to an extent unfair, knocking and frankly somewhat boring.

Of course some of the points he makes are valid, and do need attention by BCC, but he seems to forget that BCC works under two major restraints - time and money. He also seems to forget (even though he clearly has detailed "inside" information either directly or indirectly) that much of the benefit to operators is often hidden on negative in character. For example operators no longer pay levy to R.L.I.F.B. - which was costing even a medium size operator much more than his BCC sub - as a direct result of work by BCC while more recently operators still enjoy a 70 mph limit on motorways which would almost certainly have been reduced had not the association put in so much work.

BCC should do this. BCC should do that. BCC should not allow this complains Marksman. Well maybe it should - though I do not agree with all his ideas - and maybe it should do some things more quickly but this all costs money. BCC subscriptions are very low - my personal subscription to a professional body costs me more than BCC costs a small operator. Double the subs and miracles could be anticipated as opposed to the present wonders, but even then money is not a total solution. Any trade association depends for its success not just on money and its paid staff, but also the practical input of its members. Without which the money and staff would not be fully effective. Quite a number of BCC members give their time and experience freely to aid the association on a voluntary basis, but we must never forget that they also have their own businesses to run.

If BCC has a fault it is that it does not shout its own worth sufficiently from the rooftops. After nearly twenty years involvement in BCC, CPT and PUOR I know that the subs we pay are probably the best value we get in each and every year, but unfortunately we do not communicate this well enough to the body of the membership - something which we aim to correct in the near future.

Marksman lives - and I am pleased about that, but for goodness sake take a little of the acid out of your pen, it is clear that you know the inside story and the value of BCC, but you must remember that there are very many operators, both members and potential members, who read your column and would gain a false impression of BCC and its value to them.

As for Coachmart it seems to consistently improve, and I am pleased about that also, keep up the good work Houston. Between Coachmart, a few other relevant journals I had better not name and, of course, BCC we can make this a better industry.

Kind regards,

Yours sincerely,

Ron Whittle

Ron Whittle.

Please Reply to marked box.

☐ High Street,
Highley, Bridgnorth,
Shropshire, WV16 6JH
Tel: Highley (0746) 861208

☐ 15 Tower Street,
Ludlow, Shropshire, SY8 1RL
Tel: Ludlow 2491/2

☐ 105 Coventry Street,
Kidderminster,
Worcestershire, DY10 2BH
Tel: (0562) 2966 & 3870



Leyland

1 March 1984

Bow Lane Leyland, Preston PR5 1SN U.K.
Telephone: 07744 24241 Telex: 67515

Mr H Ramm
Coachmart
33 Humber Street
Hull HU1 1TF

Dear Houston

TEMPO 100 TESTING FOR LEYLAND COACHES

Leyland Bus have organised another Tempo 100 test session for operators of Leyland Coaches.

The tests will take place on April, 4, 5 and 6.

Any operators of Leyland Tiger 245 or Royal Tiger coaches with bodywork complying to Tempo 100 regulations wishing to have their vehicles tested should apply in writing stating the preferred date and enclosing a cheque for £10 for each vehicle to be tested. Cheques should be made payable to Leyland Bus. The £10 registration fee will be deducted from the overall test fee but is not refundable if the vehicle fails to arrive for testing.

Applications should be sent to R L Orchard, Advertising and Sales Promotion Manager, Leyland Bus, Bow Lane, Leyland, Preston, PR5 1SN.

Yours sincerely

P. A. R. Orchard
PP R L ORCHARD
Advertising & Sales Promotion Manager
RLO/pa

Registered Office: Leyland Vehicles Ltd., Lancaster House, Leyland, Preston PR5 1SN Registered in England No 504772

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ENGLAND

Houston Ramm Esq.,
Coachmart Ltd.,
Ryland House,
Holderness Road,
Hull.

9th March 1984.

Dear Mr Ramm,

I have been reading the Marksman articles with renewed interest since it was suggested to me that I was Marksman! On most matters I find myself in reasonable harmony with him, but I fear he has got it totally wrong in his article, "Standards" (Issue 270, 2nd March). B.C.C. is not a marketing organisation or a brand name, it is a trade association analogous to the association in the Hotel and Catering industry. This industry also has marketing organisations like Consort and Best Western which actually set standards and sell the services of individually owned hotels. If B.C.C. were a marketing organisation, Marksman's comments regarding standards of membership would be well argued, but for a trade association, they are fallacious.

B.C.C. represent the whole industry, good, bad and indifferent, in its discussions and negotiations with Government and E.E.C.. It has been accepted as the Training body entire industry, from National to the single P.S.V. operator. Also, as Marksman indicates, it is the controlling body for the whole industry for the international A.M.I-P scheme. These are just three examples of the broad based scope of B.C.C.: if it is to represent the whole industry, the whole must be entitled, and indeed encouraged, to be Members.

It has long concerned me that whilst other Sectors of B.C.C. have 100% membership, Independent Sector is less than 50%, with only 1,700 members out of a total of 5,000 operators. The size of the subscription is affected by membership numbers and Marksman's proposals would certainly cause the cost to members to increase. Long before B.C.C. took over the full training role, I know that Independent Sector had a long history of providing informal training functions, especially for those in management. Only by having access to this facility will operators upgrade their standards. To estrange some of the industry from training is only to increase the divide between good and bad operators and there therefore seems nothing wrong in fixing fees for training at a level which encourages membership.

I can see no benefit in attempting to create an 'elite' B.C.C.. But, to return to the hotel industry example, I can see great benefits in B.C.C. members being involved in marketing groups. This could be without B.C.C. but equally might be given impetus from within if the proposals made by East Midland Region on Star Rating of operators were adopted.

Yours sincerely,
P.B. Rogers
P.B. ROGERS
RAINWORTH TRAVEL.

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1978 (S reg) AEC Reliance 760 Plaxton, ZF gearbox, 46 Chapman reclining seats, radio/pa etc, will be re-MOT'd prior to sale. **£16,000 ono plus VAT**
1979 (V reg) AEC Reliance 760 Plaxton, semi automatic, 49 Plaxton relaxer seats, radio/pa etc, recent MOT. **£22,500 ono plus VAT.** Tel daytime 021 749 3333 or 0676 33333 nights.

272273

1969 AEC 505 Reliance Plaxton 49 seater coaches, both late modified fronts, good condition. **£5,000 the two,** will split, numerous spares if two purchased. Telephone 01-237 8525, open 7 days.

272273

1969 AEC 505 Plaxton. **£2,000 plus VAT.**
1968 AEC 505 Plaxton. **£1,500 plus VAT.** Both with 41 'E' type seats, carpets, tachographs and new test, good condition. Telephone Purple Motors, Bethesda, Gwynedd (0248) 600207.

272273

1976 AEC 760 Willowbrook Spacecar 53 seater, curtains, radio/pa, choice of two. **£8,000 ono plus VAT.** telephone Coventry (0203) 451898.

BEDFORD

TFN

1979 (V reg) BEDFORD 330 diesel engine Duple Dominant 37 seats with armrests, new MOT, Bristol dome, sidelocker, curtains, radio/pa, two speed diff, very good condition. **£10,900.** Ring (0207) 37868 or 561391.

TFN

(R registered) BEDFORD YLQ Plaxton Supreme 45 seater, good condition, radio/cassette, Express doors, now being MOT'd. **£7,500 plus VAT.** Telephone 01-592 7453 or 01-597 2979, 8 a.m.—6 p.m. White Base/Blue Flash.

TFN

1984 Bargains

1979 BEDFORD YMT Duple Dominant II 53 seater, power door, maximum lockers, Bristol dome, courier seat, curtains, radio/pa/cassette, tested until Oct 84. **£11,750.**

1976 BEDFORD YMT Duple 53 seats, Leyland 401 engine, clean vehicle. **£5,500.** Shaw Hadwin (0524) 701213.

269272

1973 (L) BEDFORD YRQ, radio/pa/tape, power door, new clutch, diff, power train engine 6,000 miles, good XZA's, interior excellent for year, no ripped seats, new MOT. **£3,000.** Phone Nottingham (0602) 385062.

268274

1973 BEDFORD/DUPLE 45 seater, MOT Jan '85. **£2,500**

1975 BEDFORD/DUPLE 45 seater, MOT Sept 84. **£5,000**

1976 BEDFORD/PLAXTON 53 seater, MOT Oct 84. **£7,500**

All vehicles in good condition and in daily use. Colours: white, red, blue. No sensible offer refused. Brighton 202725 office hours. Shoreham 2451 after hours.

TFN

1977 BEDFORD YMT Dominant 53 seats, Bristol dome, good condition, two owners, MOT Feb 85. **£9,000**

1974 BEDFORD YRQ Dominant 45 seater, express doors, 466 engine, MOT March 85, Telma, a bargain **£4,000.**

1976 (P) BEDFORD PJK Plaxton Supreme 29 seater, power door, 45 gallon fuel tank, engine overhauled, MOT to March 1985, very good condition. **Price £6,250** Telephone Walls Coaches, Manchester 061 224 6953 or 061 881 1007.

270272

1980 BEDFORD PJK 29, owner driven, low mileage, MOT Oct 84, superb condition, radio/pa, discs, driver's fan, 4 new spares & various other parts. **£16,950 plus VAT.** Telephone Minitravel of Lees, 061-633 4845.

271273

1980 (V reg) BEDFORD YMT 53 seater Duple Dominant II, radio/pa, maintained from new. **£15,950 each plus VAT for quick sale.** No part exchange. Bexleyheath Transport Co Ltd., 41 Broadway, Bexleyheath, Kent. Tel 01-303 6303.

(Bedford continued on the next page.)

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1978 Bristol LH, 10 metre service saloons with Leyland 401 engines, 5-speed manual transmission, E.C.W. bodies with front power doors, 43/45 seats. Very clean vehicles. Choice of 8. As featured in Coachmart write-up **PSO Ltd.** Telephone Barnsley (0226) 89311. After hours: (Edward Wood) 0226 790663.



1981 MERCEDES 207 DIESEL Tested until August 1984. 12 Seats, Tachograph, Cloth Interior, Top Sliding Windows, Quick Release Seats. **£6,500.00 + VAT.** Telephone: **Paul Kettlewell, Kettlewell (Retford) Ltd (0777) 702181 or 704433.**



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271272

(P reg) **BEDFORD YRQ** Dominant I 45 seater, tested to September 1984, recent complete engine overhaul, power door, nice clean coach. **£5,000 plus VAT ono.** Telephone Mansfield 846000.

271272

1981 BEDFORD YNT Dominant IV turbo 53 seater, autumn tint, 11 metre, armrests, curtains, radio/cassette/pa, side locker, air door, wheel discs, very good condition. Offers Haslemere 3837 Gales Coaches.

271272

(P reg) **BEDFORD NJM** 41 seater, Duple Dominant, radio/pa, MOT 9/1/85. **£5,000 ono plus VAT.** Consider 53 seater part exchange. Phone 0823 432398.

271272

1974 (Sept) BEDFORD YRT Duple 53 seater, 12 months test, good condition. **£4,500 plus VAT ono.** Tel Workshop (0909) 720337.

271273

1976 BEDFORD YLQ Duple Dominant 45 seater, radio/cassette/pa, air door, new engine fitted, (Vauxhall/Bedford exchange), low mileage, 13 months MOT, very good condition, H.P. available. **£10,000**

1976 BEDFORD PJK Plaxton Supreme 29 seater, radio/cassette, wheel trims, new interior complete, plus new seats, MOT April 85, exceptional. **£10,000.** Tel (091) 4882430 or 4887168.

271272

1979 (V reg) BEDFORD YMT Alpha 53 seater coach, good condition, fitted with colour TV, video, radio/cassette/pa, hot drinks machine, new engine fitted March 1983, MOT November. **£16,500 ono.** Phone Jack Turner 031 3396339

271272

1974 YRT Plaxton 53 seater. **£4,000**
1974 YRT Caetano 500 engine, 53 seater. **£4,200**
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1977 (S) BEDFORD PJK Plaxton 29 seater, good condition, radio, MOT to August 84. **£8,750 ono.** will consider exchange for 16 seater Transit
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272273

(P reg) **BEDFORD 220** diesel 20 seater Faro II, new MOT, one owner from new. **£4,750 plus VAT.**
1961 BEDFORD Plaxton SB3, new MOT, your chance to purchase one of these much sought after models, in good running order. Offers invited. Telephone Cambridge (0223) 870220.

272274

1972 BEDFORD YRQ 45 seats, power doors, tachometer, radio, MOT just expired, not used since July 83. **£925 plus VAT.** Telephone A. H. Tuck, Caterham 45699.

272275

1979 (V reg) BEDFORD YMT Plaxton Supreme 53 seater, new gearbox, engine etc., mint condition throughout, MOT. Offers.
1979 (T) BEDFORD YMT Plaxton supreme 53 seater, good condition, no reasonable offer refused. Telephone (0259) 61766.

272

1974 (M) PJK 29 seater Duple dominant, tested Nov 84, very good condition. **£3,300 ono** for quick sale. Telephone 061-477 3325 or nights 061-902 9682.

272274

1979 (T reg) BEDFORD YLQ Plaxton 45 seater, with 2 speed axle, nice condition with all extras. Telephone Niddries, Middlewich (0606) 842343.

272273

1978 (S reg) BEDFORD YMT Moseley Estoril 53 seater, tested May 1984. **£8,750.** Telephone (0742) 81485 or 343584.

272274

1977 BEDFORD YMT 49 seater Van Hool body, very good condition, price including spares. **£9,000 ono.** Telephone 01-938 1134 or evenings 01-878 2464.

BRISTOL

271273

1979 LHL 53 seater Plaxton Supreme, side lockers, radio/pa/cassette, 2 speed axle. **£14,500 plus VAT.** Taylors Reliance Coaches Tel 0462 813262.

272273

1975 BRISTOL LHL 51 seater Plaxton, overhauled engine, done 500 miles, new MOT until May 1985, good clean condition. **£6,000 ono.** Contact: Pulhams Coaches, Bourton-on-the-Water, phone: 0451 20369 office, 0451 20372 after hours.

272273

1975 BRISTOL LHS 33 seater Plaxton, MOT until February 1985, new engine fitted August 1983, new moquette recently, very tidy vehicle, radio/pa. **£9,750 plus VAT ono.** Telephone 01-845 6679.

272273

1970 BRISTOL Plaxton 53 seats, ticket to October 1984, 12 seater taken in part exchange. **£1,500.** Telephone Caerphilly (0222) 884648/9.

DAF

272273

DAF DKTL PLAXTON VIEWMASTER GT 51 reclining seats, registered April 1982, MOT until April 1985, courier seat, Blaupunkt pa and stereo, provision for driver's bunk, full height rear o/s Continental door, Bristol dome, Eberspacher water heater, brown and orange moquette to seats and roof, exterior cream and brown, this low mileage touring coach is offered at **£43,000 ono plus VAT.** EASSONS COACHES SOUTHAMPTON 434447 or 448153.

271272

1983 (Y reg) DAF DKTL 57 seats, Plaxton, as new. **£45,000.** H.P. possible. Tel 0222 884648/9 office hours.

271272

1979 (V reg) DAF MB200 DKL Plaxton Supreme, 50 recliners, 6 speed splitter box, power door, radio/pa, curtains, side lockers, courier seat. **£29,000 plus VAT.** Unity Coaches Tel 0272 299414 or 602216 (evenings).

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271274

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FORD

TFN

1979 FORD R1114 Van Hool Aragon 53 seater, radio/pa/cassette, Telma, blinds, year's MOT, reconditioned engine October 1983, good condition, side lockers, blue/white. **£13,500 plus VAT.** Telephone 01-592 7453 or 597 2979 8 a.m.—6 p.m.

TFN

1977 FORD Dominant 53 seater, white exterior, red interior, to be sold with MOT to Jan 85. **£7,500.** Telephone 01-423 2388.

TFN

(S reg) FORD Plaxton Supreme 53 seater, underfloor engine, Telma, power door, Bristol dome, autumn tint interior, excellent condition throughout, MOT August 1984. **£10,250 ono.** Ford's Travel, Gunnislake, Cornwall. Tel: (0822) 832264.

TFN

1981 (X reg) FORD R1014 Duple Dominant III, MOT till Dec 1984, 30 reclining seats with 5 tables, servery with coffee maker, tinted windows, white exterior, autumn tint moquette seating, stereo cassette/radio/pa system, Telma, Bristol dome, excellent condition. **£23,500.** Tel: 01-965 5707.

269272

1980 (W) FORD R1114 Plaxton 53 seats, standard 44 seats as Executive, toilet, servery, etc, radio/pa/tape, tinted windows, full draw curtains, moquette roof, power door, 6 new XZA's 90,000 ks from new, extra side lockers, courier seat etc. **£25,000 ono.**

1978 (S) FORD R1114 Duple 53 seats, radio/pa, armrests, autolube, side locker, Telma. **£12,000 ono.**

1977 (R) FORD R1114 Plaxton 53 seats remoquetted, radio/pa, armrests, curtains, power door, Telma, side locker. **£10,000 ono.** All new MOT's. Phone (0602) 385062.

271272

(N reg) FORD R1114 Elite III 53 seater, 360 turbo, excellent condition for year inside and out, tested till October 1984. **£5,250 plus VAT ono.** Telephone Mansfield 846000.

271272

1972 FORD Plaxton 53 seater, MOT 28/10/84. **£2,350**

1971 FORD Duple 53 seater, MOT 20/4/84. **£1,100**

Braking 1971 Ford Plaxton Derwent, all parts available. Tel Harley (02934) 6006.

271274

1974 FORD Plaxton Elite 53 seater, Telma, radio/pa/tape, side lockers, reconditioned engine, MOT to Feb 85, blue exterior, red interior. **£3,950** Tel 021 351 7161.

272273

1979 (T) PLAXTON Supreme IV 53 seater, side lockers, retarder, radio/cassette/pa, well tyred, cream/red exterior, brown moquette to seating, must be seen, choice of two. **£17,000 ono.** Telephone 0833 60415.

272273

1979 FORD R1114 Unicar 53 seats, very clean. **£11,950.** Telephone 0245 31 262.

272

1973 (M reg) FORD R1114 Duple Dominant, for sale again due to time waster! 53 seater, MOT October 1984, 2 speed axle, good condition. **£2,750** or offers invited. Telephone Henley-in-Arden 05642 2325.

272

March 1983 FORD R1114 Duple Dominant SDIII turbo 53 seats, radio/cassette/pa/side lockers, power door, 26,000 km's. Sound offers invited, to Patrick Shilton. Telephone Leeds 672601.

272273

1976 FORD Duple Dominant 53 seats, radio/pa, power door, new MOT, excellent condition. Absolute bargain at **£6,700 plus VAT.** Telephone 061-633 5544.

272

1979 (V) FORD R1114 Plaxton Supreme 53 seats, Telma, ACL, power door, split rear seats, electric plugs, seat runners, Bristol dome, curtains, MOT Sept 84, good condition. **£15,000 ono.** P/X suitable for contracts considered. Ring (0902) 731768, Happy Times Coaches, Wolverhampton.

LEYLAND

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(Leyland continued on the next page.)

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1977 LEYLAND LEOPARD Mk IV front Plaxton Viewmaster, 49 recliner seats, curtains, pa/stereo/radio, power door, special moulding scheme, rubber floor, very large baggage compartments, Telma, Dynair, autolube, superb condition, maintained regardless of cost. **£18,000 ono.** Flights Coach Travel Ltd., Birmingham. Tel: 021-554 5232.

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Purley Car Company Ltd.
1982 LEOPARD Dominant IV, ZF gearbox, power door, radio/cassette etc, low mileage.
1977 LEOPARD Plaxton 49 re-trim seats, low mileage, (ex Glenton Tours). Part exchange welcome. Phone 01 668 8460.

269272
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271272
1975 LEYLAND Leopards — choice of two, one Duple 53 seats, good condition.
1981 LEYLAND Tiger — Plaxton bodywork, in excellent condition throughout. Phone 01 300 7606 daytime Crayford 53606 evenings.

272275
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MERCEDES PSV buses, minibuses and caravannettes. New and used 12—27 seats, choice of conversions, good discounts or part exchanges welcome. Blythswood Motors. Telephone 041-221 3165 or 041-639 6107.

272274
1982 MERCEDES 0303 Jonckheere Bermuda 48 recliners, TV/video, radio/pa, fridge, coffee machine, bar, toilet, Webasto, courier seat, carpet, low mileage, excellent condition. **£63,750.** Phone 01-938 1134 or evenings 01-878 2464.

TFN272
Purley Car Company Ltd.
New MERCEDES 608D Robin Hood 25 seater, soft trim, moquette to roof centre, reading lamps, tinted windows, four speakers and aerial. One only for immediate delivery, special on the road price **£18,750 plus VAT.** Telephone 01-668 8460.

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Mercedes petrol, high speed Continental tourer, 26,000 miles, **£6,950.**

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Evenings and Weekends,
 Jack Chadwick, 0942 884740.

271272
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SEDDON

272273
1973 (M) SEDDON Pennine VI Plaxton 53 seater, very good condition, radio/pa, power door, certificate December 1984. **£4,200.** Telephone 01-751 4509.

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1981 B10M 12m Alpha 53 recliners, video etc. **£36,000**
1980 B58 11, Alpha 53 seats, etc. **£29,000**
 All above are in excellent condition. Apply Astons Coaches, Worcester 820201.

269272
1979 (V) B58 Irizar 47 recliners, sunken rear toilet, Continental rear door, driver's bunk, hot drinks, curtains, Telma, twin tanks, radio/pa, MOT 23/11/84. **£27,500 plus VAT.** Tel 0626 862525.

270272
1981 VOLVO B10M Alizee 'H' 49 recliners and toilet, fully automatic, Telma, radio/pa/tape, video and two monitors, Webasto, tinted glass, Continental door, coffee machine, fridge, water heater, courier seat, driver's bunk. **£46,000.** Contact Mike Trathen on (0752) 787411.

271274
1981 VOLVO B10M Jonckheere Bermuda Executive 49 recliners, TV/video, toilet and drinks dispenser, recent MOT. **£39,500.** Telephone Selby (0757) 708888 or 708899.

272
1981 B10M Alizee 50 recliners, video, bunk, Webasto, removable bar unit, autolube, splitter, Telma, many other extras, excellent condition. Contact Paul Jenkins, Surrey International Coachways, Cranleigh near Guildford (0483) 271444.

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272
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272273
1974 BEDFORD Deansgate 16 seater, diesel, luggage racks, boot, tachometer, moquette seats, MOT January 1985. **£1,750.**
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272273

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272273

1980 (V) MERCEDES 207D high roof 12 seat Reeve Burgess PSV, MOT until Nov 1984, one owner. **£4,350 plus VAT.**

1976 (R) BEDFORD Dormobile 12 seat PSV, petrol, MOT until Dec 1984. **£1,250 plus VAT.** Telephone Browns Coaches, Pontefract (0977) 44777 or 432110.

271272

W reg DEANS GATE 12 seater, 65,000 miles, white paintwork, brown trim, contract serviced, headboard, Michelin tyres, overdrive, wheel trims, will accept car in part exchange. **£4,950.** Telephone Mr. Dixon 0299 402359 anytime.

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TFN

1982 BEDFORD CF 12 seater Dormobile psv minibuses. **£4,750.** Phone (0254) 33163/396794 or (0282) 56351.

TFN

Minibuses all sizes urgently required for cash. Blythwood Motors. Telephone 041-221-3165 or 041-639-6107.

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Feb 1983 (Y) A-series MELLOR 20 seater, petrol service bus, Jack-knife door, destination screen etc, ideal rural bus, surplus due to service cuts. **£16,000 plus VAT.** Mole Valley Transport, Oxshott 3659.

272273

Aug 76 TRANSIT diesel 16 seater, annual July 84, very tidy vehicle. **£2,950 plus VAT**

Aug 76 FORD A series diesel, annual June 84, moquette seats, luggage racks and boot, recently resprayed. **£4,950 plus VAT.**

June 73 MERCEDES 406D 18 seater, annual Oct 28th '84, vgc. **£2,500 plus VAT.** Service history available for all vehicles. Would part exchange for newer vehicles. Phone Swanley (0322) 67546.

271272

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272273

1981 (X) FORD Transit petrol overdrive 12 seater, MOT to Oct 1984, taxed to Oct 1984, radio, tachometer, wheel trims, clean throughout, a snip at **£4,995 plus VAT.** Part exchanges considered. Tel: Preston (0772) 749358 or 747329.

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Petrol overdrive (immediate delivery).

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1979 (T reg) VW LT28 12 seater Devon

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272275

1981 (X) MERCEDES 508D Reeve Burgess 21 seat full luxury coach conversion, low mileage, good condition, MOT to end of July 84. **£15,000 plus VAT.**

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1978 (S) BEDFORD PJK Duple Dominant 29 seater, tested to March 84. £9,250

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1976 (P) R1014 Plaxton Supreme 45 seater, MOT December 84.

1975 (N) R1114 53 seater Dominant, power door, MOT February 85.

1973 (L) R1114 53 seater Dominant, power door, MOT July 84.

1973 (L) R1114 53 seater Plaxton Elite.

All the above in daily use and in good condition throughout. Telephone 055587 348 or 697.

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1978 (S) FORD Plaxton 53 seater, MOT to Jan 1985. £12,000.

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Telephone Bristol 297460.

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1979 V BEDFORD YLQ Duple Dominant II (45), MOT. £12,000

1978 FORD R1114 Duple Dominant II (53), MOT.

1977 BEDFORD PJK Duple (29), radio/pa, MOT. £9,150

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1976 (R) FORD R1114 Estoril II (53), one owner, very clean, MOT'd to November. £7,500

1975 BEDFORD YRT Duple (53) tachograph, MOT. £6,000

1973 FORD R1014 Duple (45), tacho, very clean, MOT Nov 84.

1973 BEDFORD YRT Duple Dominant (53), power door, MOT. £4,000.

1970 BEDFORD PJK Plaxton (29), MOT. £3,250

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1977 BEDFORD YLQ Duple Dominant II, 45 seats.

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1974 FORD R1114 Duple Dominant 49 seats.

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1973 BEDFORD YRQ Duple 45 seats.

1973 BEDFORD PJK Duple 29 seats, newly retrimmed, MOT.

1971 BEDFORD PJK Plaxton 29 seats, new seats, MOT.

1973 LEYLAND Leopard Duple Dominant 47 seats.

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1976 P AEC Reliance 760/Plaxton 50 reclining seats, 12m	£10,000
1974 N Leyland Leopard 0.680/Plaxton 12m 50 reclining seats, power steering, new MOT	£10,000
1973 L Leyland Leopard/Plaxton Panorama Elite III, 53 seats, Telma	£7,000
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1981 W.M.A.N. SR280 49 recliners & toilet, radio/pa/tape, TV & video, carpets, blinds, tinted glass, double glazing, Webasto, power door, Cont. door, water heater, courier seat, driver's bunk **£34,000**

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VOLVO

1982 X VOLVO B10M Alizee 'H', 48 recliners & toilet, Tempo 100 GT spec, Telma, ACL, 120 gall tanks, radio/pa/tape, video & 2 TV monitors, curtains, tinted glass, power door, Cont. door, water heater, courier seat, coffee m/c, driver's bunk, extremely tidy **£55,000**

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1981 W VOLVO B58 Dominant II, Air over Leaf, 11 m, 53 seats, radio/pa/tape, power door, side lockers **£27,500**

1981 W VOLVO B10M Alizee H 50 recliners, Tempo 100 spec, Telma, radio/pa/tape, TV and video, carpets, curtains, tinted glass, Webasto, power door, Continental door, coffee machine, driver's bunk **£41,000**

1980 W VOLVO B58 Dominant II, 48 recliners & toilet, radio/pa/tape, curtains, tinted glass, power door, coffee m/c, servery, side lockers **£32,000**

1980 W VOLVO B10M Bermuda Highliner 49 recliners and toilet, radio/pa/tape, TV and video, curtains, tinted glass, Webasto, power door, water heater, courier seat, driver's bunk **£37,000**

1980 V VOLVO B58 Supreme IV, 53 'E' type seats, radio/pa/tape, TV & video, curtains, tinted glass, power door, Cont. door, Bristol dome, courier seat, side lockers **£29,000**

1980 V VOLVO B58 Dominant II, 47 recliners, radio/pa/tape, wired for TV & video, tinted glass, power door, Bristol dome, side lockers **£27,000**

1979 V VOLVO B58 Irizar, 47 recliners & toilet, Telma, radio/pa/tape, curtains, tinted glass, power door, Cont. door, coffee m/c, driver's bunk **£27,750**

1979 T VOLVO B58 Supreme IV, 53 recliners, Telma, radio/pa/tape, TV & video, curtains, power door, side lockers **£25,000**

1979 T VOLVO B58 Dominant II 57 seats, Telma, radio/pa/tape, power door, Bristol dome, sidelockers **£23,500**

1976 P VOLVO B58 Supreme, 51 recliners, radio/pa/tape, power door, Cont. steps, side lockers **£14,000**

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1982 X LEYLAND Tiger 218 Supreme IV, 57 seats, ZF transmission, radio/pa/tape, tinted glass, power door, side lockers **£38,000**

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1983 Y DAF MB200 DKTL Plaxton Paramount 3200, Telma, 53 'E' type seats, radio/pa/tape, tinted glass, power door, courier seat, Aurora heating **£49,500**

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1978 S AEC Reliance 760 Supreme 53 seats, Telma, radio/pa/tape, curtains, sidelockers **£14,000**

1977 R AEC Reliance 760 Supreme 57 seats, radio/pa, curtains, power door, Bristol dome, very tidy **£11,000**

1976 P AEC Reliance 760 Supreme 57 seats, Telma, radio/pa, curtains, power door, sidelockers **£9,000**

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1982 Y BEDFORD YNT Paramount 3200, 11 metres, 53 seats, radio/pa/tape, power door, side lockers **£30,000**

1982 Y BEDFORD YNT Supreme IV, 11 metres, 53 seats, radio/pa/tape, tinted glass, power door, Bristol dome, choice of two **£28,500**

1982 X BEDFORD YNT Dominant IV, 12 metres, 57 seats, radio/pa/tape, power door, side lockers **£28,000**

1981 X BEDFORD YMT Dominant SDIII, 53 seats, radio/pa/tape, tinted glass, double glazing, power door, Bristol dome, side lockers **£23,000**

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Please note:

The above vehicles are offered subject to being unsold. The year quoted denotes the year of first registration.

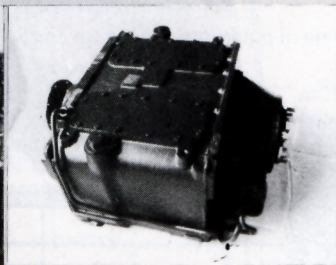
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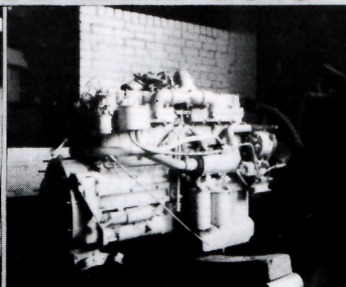
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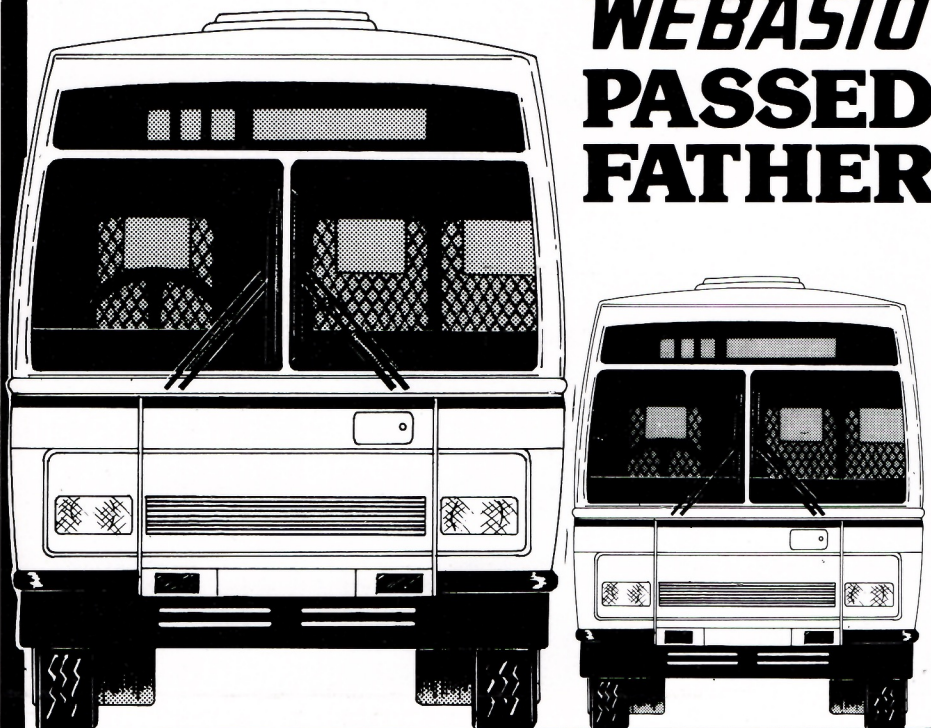
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